

# THE Commercial & Financial Chronicle

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## The Chronicle.

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### THE FINANCIAL SITUATION.

The general outlook may be regarded as improving. The crops are either harvested or out of danger; mer-  
chants have some basis upon which to calculate the proba-  
ble business of the season; money is easy and likely to  
continue so; exchange, which has lately been quite firm,  
is now a trifle weaker and, in the opinion of conservative  
bankers, is almost certain to decline as the volume of  
domestic exports increases; railroad earnings continue  
very satisfactory, and the August statements of the  
Philadelphia & Reading and the Pennsylvania, issued  
this week, have been particularly favorable. What  
is now needful is confidence on the part of capitalists  
and speculators in the future of the various markets, and  
assurance that the liquidation in the several branches of  
trade is nearly at an end.

This confidence was, for a time, somewhat impaired this  
week by the failures in the woolen trade. The general  
impression had been that the dry goods interest was on a  
solid foundation, and that while business in that line had  
suffered from the influences affecting all other trades, any  
change was likely to be in the direction of improvement.  
When the failures were first announced, many were super-  
ficially inclined to attribute them to some general cause  
underlying the whole trade. Doubtless the general de-

pression that has so long prevailed, together with the large  
stock of surplus goods that had accumulated, played  
some part in causing the suspensions, and doubtless also  
many dealers felt apprehensive of further failures for that  
reason. But it appears that at least one of the houses was  
brought to grief through operations entirely foreign to the  
legitimate business in which it was engaged. The collapse  
or embarrassment of the other firms connected with the  
same, naturally followed from the failure of the house  
which was first to succumb.

It does not appear that these failures in the woolen  
trade must be accepted as showing that the dry goods  
trade in general is in an insecure condition. Those who  
confine themselves to the pursuit of their legitimate busi-  
ness occupy a much better position than those who seek to  
acquire wealth by a resort to speculation in things outside  
their trade. Sooner or later these latter become  
embarrassed, but it usually happens that their failure is  
charged against the trade with which they are particularly  
identified. Thus the embarrassment of the Shaws in  
Boston, although directly caused by speculation, was laid  
against the leather trade in general, and now this trouble  
of the woolen houses is used as an argument to prove  
that the dry goods trade is unsound. There is no good  
reason why confidence should be unsettled by the events  
we have referred to, and it is probable that when the  
facts become thoroughly understood, any suspicion of  
general unsoundness in this branch of business will be  
removed.

An encouraging feature in the commercial and finan-  
cial situation is the continued gains in earnings reported  
by our leading transportation lines. That is not only a  
favorable influence to the railroads, but is also note-  
worthy as reflecting an active distribution of goods and a  
fair volume of mercantile trade. The figures that have  
this week attracted the most attention are those of the  
Pennsylvania and the Philadelphia & Reading. The  
Pennsylvania on the lines east of Pittsburg and Erie  
records a gain of \$104,201 in gross, which is accompanied  
for the first time in many months by a decrease in expenses  
—noteworthy for that reason, though it amounts to only  
\$5,561—so that net earnings exhibit a gain of \$109,762  
over August, 1882. That does not appear very large in  
itself, but its significance lies in the fact that both gross  
and net earnings last August were extraordinarily heavy.  
The gain in gross then was \$861,201 and in net \$588,356.  
In both cases this has, it will be seen, been improved upon  
this year, and the net earnings of \$2,142,622 for August,  
1883, compare with net of only \$1,444,504 in August,  
1881, an increase of nearly 50 per cent in two years.

The Philadelphia & Reading, on both the Railroad and  
the Coal Company, reports net earnings of \$2,052,573 this

year, against \$1,171,299 in August 1882, an apparent gain of \$881,279; but out of this should be taken the net earnings (\$691,124) of the Central of New Jersey, which are included in this year's total, but not in last year's, and that would leave the actual gain over 1882 \$190,155. The net earnings in the latter year, it should be said, were about \$17,000 above those of 1881, so that the present improvement is continuous, and not merely a recovery of what was lost in 1882. In addition to the gain of \$190,155 on its own lines this year, the Reading also realized a profit (according to the report) of \$239,081 on the Central of New Jersey lease above the rental paid the same, which makes the total increase over August, 1882, \$429,236. The Erie has also published a statement this week, but it covers only the month of June. This shows a small loss (\$70,139) in net as compared with the corresponding month in 1882.

An event of the week has been the reduction of the Bank of England rate of discount from  $3\frac{1}{4}$  per cent, at which it has remained for a fortnight, to 3 per cent. That action, however, was not unexpected. Money has been ruling at about  $2\frac{3}{4}$  per cent in the open market for the past two or three weeks, and as the Bank has steadily gained bullion notwithstanding the reduced rate, and as it is now in a strong position in this respect, the maintenance of a rate more than 1 per cent above that in the open market was entirely unnecessary. Under the operation of the 4 per cent rate the Bank gained nearly  $3\frac{3}{4}$  million pounds bullion, and it is scarcely reasonable to expect that it will lose that amount by shipments to foreign countries in payment for needed breadstuffs in the immediate future. Should, however, the drain upon the institution be greater than is now expected, an advance in the rate of discount can easily be made.

Exchange has been firm, in consequence of the scarcity of commercial bills, though at the close yesterday the tone was a little less strong. The demand from bankers has been sufficiently large to absorb all the offerings. The reduction of the Bank of England rate caused a lowering of the nominal price for sight sterling on Thursday, and on Friday, as already stated, the market was somewhat weaker. The inquiry for bills to cover drafts made sixty days or more ago, to which we alluded last week, shows indications of abating, and some renewals have been made, so that it is probable that very shortly the demand will become less urgent. Then the course of the market is expected to be downward, but this depends upon the export movement of staples. Now cotton and breadstuffs are ruling relatively higher here than abroad, not so much because of speculative manipulation in this country as in consequence of a steady decline in prices in Europe, the depression in cotton manufactures affecting that staple and the abundant supply of breadstuffs, augmented from the European harvests, causing a fall in wheat.

Very likely Europe will have to buy freely of our wheat later on when stocks have been worked off to a considerable extent, but meanwhile she is, as has been aptly said, in the position of a man who has just had an excellent dinner and could not possibly take any more, even if it should look ever so inviting. It may be, therefore, that we shall see a further fall in prices before the staple goes out in any considerable quantity. On what a small scale our exports are at present is shown by the publication this week of the Bureau of Statistics' figures for the month of August, according to which the value of the wheat and flour shipments reached only  $14\frac{3}{4}$  million dollars this year, against  $28\frac{1}{2}$  millions last year. There was, however, a gain of three million dollars in the exports of corn, which cut the total loss on breadstuffs down to about

10 millions; and as a further offset to this we have the gain in the provisions exports, which for August, 1883, aggregated \$12,060,061, against only \$6,237,317 in 1882.

It is scarcely reasonable to look for large imports of gold so long as our breadstuffs exports remain small, and the cotton movement is not heavy. Still many bankers expect the influx to begin early in November, though even the most sanguine admit that the import will be light, unless indeed there should be a good demand from Europe for American securities, which at the moment does not seem likely. As we have previously stated, there is a steady inquiry from abroad for first-class American railroad properties, but recent events here have tended to discourage purchases of purely speculative stocks. The following shows relative prices of leading bonds and railroad shares in London and New York at the opening each day.

	Sept. 24.		Sept. 25.		Sept. 26.		Sept. 27.		Sept. 28.	
	Lon'd'n prices.*	N.Y. prices.	Lon'd'n prices.*	N.Y. prices.	Lon'd'n prices.*	N.Y. prices.	Lon'd'n prices.*	N.Y. prices.	Lon'd'n prices.*	N.Y. prices.
U.S. 4s. c.	119-31 $\frac{1}{2}$	120 $\frac{1}{2}$	118-94 $\frac{1}{2}$	120 $\frac{1}{2}$	119-43 $\frac{1}{2}$	120 $\frac{1}{2}$	119-55 $\frac{1}{2}$	120	119-22 $\frac{1}{2}$	121 $\frac{1}{2}$
U.S. 4s. g.	119-23	119 $\frac{1}{2}$	113-35	114 $\frac{1}{2}$	113-35	119 $\frac{1}{2}$	113-47	114	114-07	114
Erie.....	31-13	30 $\frac{1}{2}$	31-25	31 $\frac{1}{2}$	31-13	30 $\frac{1}{2}$	31-41	31 $\frac{1}{2}$	31-50	31 $\frac{1}{2}$
Ed. con.	94-62	94 $\frac{1}{2}$	94-62	94 $\frac{1}{2}$	94-62	94 $\frac{1}{2}$	95-45	94 $\frac{1}{2}$	95-45	94 $\frac{1}{2}$
Ill. Cent.	129-65	128 $\frac{1}{2}$	129-30	128 $\frac{1}{2}$	129-65	128 $\frac{1}{2}$	130-02	129	130-14	129 $\frac{1}{2}$
N. Y. C.	116-15	115 $\frac{1}{2}$	115-78	115 $\frac{1}{2}$	115-17	114	116-14	115 $\frac{1}{2}$	116-39	115 $\frac{1}{2}$
Reading	25-29 $\frac{1}{2}$	49 $\frac{1}{2}$	25-29 $\frac{1}{2}$	50 $\frac{1}{2}$	24-93 $\frac{1}{2}$	49 $\frac{1}{2}$	25-68 $\frac{1}{2}$	51	26-29 $\frac{1}{2}$	52 $\frac{1}{2}$
Ont. W'n	22-13	21 $\frac{1}{2}$	22-13	21 $\frac{1}{2}$	22-13	21 $\frac{1}{2}$	22-03	22 $\frac{1}{2}$	22-76	22 $\frac{1}{2}$
St. Paul	105-57	105 $\frac{1}{2}$	105-81	105 $\frac{1}{2}$	105-81	104 $\frac{1}{2}$	103-24 $\frac{1}{2}$	102 $\frac{1}{2}$	103-48	103 $\frac{1}{2}$
Exch'g'o. cables.	4-80 $\frac{1}{2}$		4-80 $\frac{1}{2}$		4-80 $\frac{1}{2}$		4-87		4-87	

\* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

‡ Ex-interest.

Money on call continues unchanged, but there is a little better inquiry for time loans, although not sufficiently urgent to make any material change in the rates. The movement of money to the interior this week appears to have been in part to near-by points, a fair amount going eastward. The following statement, made up from returns collected by us, exhibits the week's receipts and shipments of currency and gold by the New York banks.

Week Ending Sept. 28, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$883,000	*\$1,700,000	Loss. \$817,000
Gold.....	.....	\$20,000	Loss. 320,000
Total gold and legal tenders.....	\$883,000	\$2,020,000	Loss. \$1,137,000

\* \$10,000 of this was transferred in the shape of silver certificates by a deposit of gold in the Sub-Treasury.

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement the banks have gained \$100,000 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total loss to the N. Y. Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day. In instituting comparisons, however, with the bank return, it should always be borne in mind that the Clearing House statement gives, not the actual holdings of the banks on the day the return is made, but merely an average of the same for the six days preceding, while our figures are intended to show the changes from one Friday to another.

Week Ending Sept. 28, 1883.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$883,000	\$2,020,000	Loss. \$1,137,000
Sub-Treasury operations, net .....	100,000	.....	Gain. 100,000
Total gold and legal tenders.....	\$983,000	\$2,020,000	Loss. \$1,037,000

The stock market has been strong and higher latterly, but was unsettled and generally weak until Wednesday afternoon. The speculators for a decline vigorously assailed the Villard stocks on Monday morning, following this up by a raid first upon the coal properties and then upon the Vanderbilt specialties. On Tuesday, under some insidious support to the Northern Pacifics, the market



opened better; but early in the afternoon the news of the failure of the woolen houses above referred to had an unsettling effect upon the whole list, the speculators for a fall making the best of their opportunity to force prices down. There was a recovery by the close of the day, and a decided improvement in the tone at the opening on Wednesday. In the afternoon of that day the upward movement became general, and the market, with some exceptions, closed strong. On Thursday, though there was slight weakness in the morning, the market recovered and a further advance in prices was established, which was not fully maintained, however, through Friday, the close on that day showing some reaction, owing to a tolerably well authenticated report that the Northern Pacific Company would put out a new issue of bonds to amount of 10 or 15 million dollars with which to retire floating debt and for other purposes.

Among the influences favorably affecting prices this week was the declaration of the usual quarterly dividend on Lake Shore, and the election of a president of the Denver & Rio Grande. The large increase in the earnings of the Louisville & Nashville induced the shorts in that specialty to cover, but manipulation was the chief reason for the advance in other properties, though Philadelphia & Reading was favorably influenced by the excellent statement for August, already referred to. On Thursday afternoon the report was current that a new pool had been formed, the objective point being a determined advance in prices, particularly in the Villards, Vanderbilts and South-westerns, and this story may have induced some of the timid speculators to cover their short contracts. The aid of the investing public and of non-professional speculators would doubtless be welcomed at this particular juncture, but there is no evidence that it is being offered.

The Bank of England reports a gain of £137,000 bullion for the week, but as £276,000 came from abroad, £139,000 must have gone to the interior. The Bank of France gained 1,225,000 francs gold and lost 1,600,000 francs silver during the week, and the Bank of Germany since the last report shows a decrease of 9,580,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	S. pt. 27, 1883.		Sept. 28, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	24,355,381		21,982,775	
Bank of France.....	39,036,924	41,111,967	39,737,172	45,620,249
Bank of Germany.....	7,214,000	21,612,000	6,414,750	19,244,250
Total this week.....	70,606,305	62,753,967	68,134,697	64,864,499
Total previous week.....	70,540,178	63,176,792	68,432,164	65,817,145

The Government bond market has been very strong for the long-date issues this week. These are scarce, being pretty firmly held by investors, and any urgency in the inquiry tends to sharply advance the price.

The Assay Office paid \$68,484 through the Sub-Treasury for domestic and \$758,993 for foreign bullion (francs from Europe) during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certif.
Sept. 21...	\$582,234 14	\$15,000	\$27,000	\$452,000	\$83,000
" 22...	404,342 36	11,000	37,000	239,000	67,000
" 24...	423,360 88	9,000	32,000	236,000	97,000
" 25...	516,993 48	12,000	27,000	407,000	71,000
" 26...	424,301 12	10,000	21,000	332,000	61,000
" 27...	609,302 37	15,000	19,000	493,000	82,000
Total.	\$2,960,531 35	\$72,000	\$163,000	2,259,000	\$466,000

## NORTHERN PACIFIC—OREGON RAILWAY & NAVIGATION—OREGON TRANS-CONTINENTAL.

In view of the prominence that the stocks of these companies have recently assumed in the stock market, there is a great desire to get some intelligible statement of their affairs. The report of the Oregon Railway & Navigation Company has not yet been published, but we have had the reports of the Northern Pacific and the Oregon Trans-Continental—both for the fiscal year ended June 30—and with these as a basis, and from other information of later date, a tolerably correct idea can be given of the position of the various companies that go to make up what is generally designated as the Villard combination. Quite a number of attempts have been made in different journals to enlighten the public on the status of these roads, but the writers have almost invariably failed in their purpose because they have treated the system as one gigantic whole—instead of in separate parts, each having its own liabilities and advantages. In the present article the standing of each company will be considered by itself, and it will be our purpose to give the facts, as far as we have them, without making estimates or drawing conclusions for the future.

The Oregon Railway & Navigation Company is, without doubt, the strongest and least encumbered of the three, financially. It has had a life of only about four years. It is a composition of ocean lines, river lines, and railroad lines, controlling almost the entire carrying trade in that section of the country. The Pacific Ocean, the Columbia, Willamette and Snake Rivers, and the railroad lines in Oregon and Washington Territory, constitute the field of its operations. The material out of which the Navigation Company was formed did not appear very promising—the original companies were nearly all in financial straits, owing to the violence of the competition that was carried on between them—but the present company has enjoyed an uninterrupted period of prosperity. Its earnings have increased quite remarkably, and every step in its career has been attended with success.

The company has never experienced any difficulty in securing financial means when needed. In furtherance or enlargement of the objects for which the company was formed, it has frequently been necessary to provide additional funds, but each time the money was readily forthcoming. And the money was raised not on increased issues of bonds, but by the sale of new stock. The capital, which originally aggregated six millions, was increased to 12 millions in 1880-1, to 18 millions in 1881-2, and has now been increased to 24 millions in 1883. It was possible to raise money in this way, because the shares commanded a large premium, and stockholders had the privilege of taking the new stock at par. The amount of bonds outstanding is the same now as at the organization of the company—\$6,000,000—and this constitutes the strong feature in the position of the concern, for it gives light fixed charges and leaves the bulk of the profits for the stockholders. Six per cent on the six millions bonds calls for \$360,000, in addition to which there are \$1,200,000 scrip certificates at 8 per cent, calling for \$96,000 more, or \$456,000 altogether. This comes out of net earnings, before dividends on stock. As already remarked, the report for the last fiscal year has not yet been published, but net earnings, as given monthly, aggregate about \$70,000 more than in 1881-82, when the total was about \$2,400,000. On this \$2,400,000 net earnings in 1881-82 there remained a surplus of \$649,059, after paying dividends and all other items.

But this included only \$1,296,000 for dividends, whereas in the late fiscal year the sum must have been nearer \$1,800,000 (10 per cent on \$18,000,000 stock, though this 18 millions did not count in full the whole year), besides which interest on the scrip certificates was \$16,000 below the full amount; so the surplus in 1882-3 was much less than in 1881-82.

In the current year the requirement for dividends will be larger, since there is now 24 millions stock outstanding, calling for \$2,400,000. In addition, allowance should, we presume, be made for the lease of the property of the Northern Pacific Terminal Company, in which the Oregon Company has a 40 per cent interest. The rental must be sufficient at least to cover the interest on the \$3,000,000 of Terminal bonds out—or \$180,000—and 40 per cent of this would be \$72,000. As to future earnings it is claimed that overland passengers that formerly went to Portland from San Francisco by the Oregon steamship lines will now take the Northern Pacific route, and that consequently a loss of business to the Oregon Company will ensue. But as to this it may be said that the company's railroad line would gain if the steamships should lose, since the railroad forms the Western end of the Northern Pacific through route. Moreover, with the opening of this Northern Pacific line, it is only reasonable to expect an increase in the railroad traffic of the Oregon Company, and there should be further additions on the opening of the Oregon Short Line, as the Navigation Company's route affords the only rail outlet to Portland.

In the case of the Northern Pacific, we may briefly repeat the figures given last week. The funded debt of the road amounts to \$45,891,200, there is besides \$4,640,821 of scrip outstanding, in addition to which 8 millions remains to be provided to cover the cost of construction, making about 58½ millions, which at 6 per cent calls for about 3½ millions annually. The net earnings on the incomplete portion of the road in 1882-3 were \$2,518,529. Besides the company's own debt, there are 8 or 9 millions of bonds on the branches built by the Oregon Trans-Continental; but as the Northern Pacific assumes no present liability on these, they may be left out of the account. Allowance should, however, be made for the contingent obligations assumed on behalf of the St. Paul & Northern Pacific. The lease of that road provides for a certain rental (40 per cent) of its gross earnings, but that must be enough in any event to take care of the interest on the debt outstanding. This debt, which on the old road between Brainerd and Sauk Rapids amounted to \$673,000, was increased during the year by the sale of 5 millions (of a total authorized issue of 10 millions, less the \$673,000 prior liens) mortgage bonds for the purpose of extending the line to Minneapolis and St. Paul. The call for interest on this account (6 per cent on the new issue and 7 on the prior bonds) is therefore \$347,110 per annum. The gross earnings on the 61 miles of completed road for the latest year reported (1881-2) were \$431,500, which at 40 per cent would have supplied \$172,600 of the amount called for. With the extension of the road to the "twin cities" of St. Paul and Minneapolis, earnings will be increased and it may perhaps be assumed that the Northern Pacific will not have any deficit to meet on the interest of that road. The Northern Pacific is responsible also for 40 per cent of the lease rental of the terminal property at Portland, the rental to be "sufficient to pay interest on the bonds of the Terminal company" (of which 5 millions are authorized and 3 outstanding) "create a sinking fund and provide for taxes, insurance, repairs and other expenses."

The future earnings of the Northern Pacific and the percentage of its operating expenses are yet in doubt, but the officers of the company estimate the earnings at 15 millions gross and 6 millions net for the first 12 months succeeding the opening of the road. The land grant is very large and the sales for the late fiscal year reached \$3,392,831, but in the income account only \$1,511,316 cash is credited as revenue therefrom, and a large part of the land sales are necessarily on time.

The Oregon Trans-Continental is the most complicated of the Villard companies, as it is the one about which the public is most confused. The company controls the Oregon Railway & Navigation Company (holding June 30, 1883, 128,535 shares of its stock) and also the Northern Pacific Company (of whose shares it then owned 162,792 common and 151,300 preferred), and has a lease of the Oregon & California Railroad. It is, besides, engaged in building branches or feeders to the Northern Pacific, on which it issues its own collateral trust mortgage bonds. It will be seen that the position of the company is somewhat unique, since it depends almost exclusively for its income upon the return it receives upon its holdings of the properties controlled. On the 30th day of last June the company's debt outstanding (collateral trust bonds) was \$7,215,000, which at 6 per cent calls for \$432,900 annually, but provision has been made for this interest for the next eighteen months to come in a reserve of \$649,350, so that it is not a present burden. Of these branches 250 miles more are expected to be built during 1883-4, the greater portion at \$20,000 per mile, but some at \$30,000 per mile, the latter covering about 80 miles in Washington Territory, for interest on which bonds and a sinking fund the Oregon Navigation Company and the Northern Pacific will be jointly responsible.

The lease of the Oregon & California Railroad provides that the Oregon Trans-Continental shall assume interest on the funded debt and pay 2½ per cent on 12 millions preferred stock. The coupon due the 1st of July, 1883, was to be paid out of construction funds, and in consideration of the guarantee of the 2½ per cent dividend, the Oregon Trans-Continental Company was to receive an extra allowance of \$600,000 second mortgage bonds. The road is to be finished by the first of October, 1884, and in the interval it is estimated the Trans-Continental Company will have to provide for one year's interest on an average of 8½ millions bonds and 2½ per cent on 12 millions stock, or altogether \$810,000. "The current earnings of the road," says the Oregon & Trans Continental report, "running at the rate of \$350,000 net per annum, and the extra allowance of securities, will readily provide for this amount." When the road has been finished and the bonds are all out, there will be the interest on \$10,240,000 first mortgage bonds at 6 per cent, the interest on \$4,000,000 second mortgage bonds at 7 per cent, and a guaranteed dividend of 2 per cent on the preferred stock, imposing a total charge of \$1,134,400. But the Trans-Continental company's officials estimate that the road's gross earnings will amount to three millions immediately upon its junction with the Central Pacific.

Assuming that none of these items will prove a charge upon the Trans-Continental Company, the whole of the company's income would be applicable to the 40 millions of stock outstanding. At present the Trans-Continental is paying 6 per cent per annum, and to maintain this rate it must have a net income of \$2,400,000, free from any other claim. Mr. Villard counts for 10 per cent dividends upon the Oregon Railway & Navigation stock



held, affording a yield of \$1,190,262, and 8 per cent upon the Northern Pacific preferred stock, giving \$1,210,400, and making the total income from these sources \$2,400,662, or just about sufficient to meet the 6 per cent dividend on Oregon & Trans-Continental stock. But in addition Mr. Villard carries forward a nominal balance or surplus from previous years of \$2,880,895, making the total available estimated profits for the year \$5,281,557. The company bears some part in the lease of the terminal property at Portland, jointly with the Navigation Company and the Northern Pacific, but its proportion (judging from the respective holdings of Terminal stock by the three companies), is only one-half that of either of the other two companies, and against this we have as an offset on the other side of the account the fact that the Trans-Continental Company has \$1,679,361 of Northern Pacific dividend scrip bearing 6 per cent. In calculating the company's income no allowance has been made for net earnings on the Northern Pacific branches built and operated by the Trans-Continental, and apparently Mr. Villard does not consider this of sufficient present importance to merit special mention.

### THE HIGHWAY TO INDIA.

When Lord Beaconsfield secured for his country the ex-Khdivé's interest in the Suez Canal, and when he took possession of Cyprus, with a large tract of land near the Euphrates' mouth, together with rights of navigation on the Karoon river, it was generally believed that Great Britain had effectually checkmated all rivals and paved the way for supremacy over two great highways to the East—the one commercial and the other military. The spirit which led to this twofold acquisition seems to have passed away with Lord Beaconsfield. The pluck and energy which made the acquisitions were needed to carry out the plans of which they formed but a part. The schemes of Lord Beaconsfield gave offence to his political rivals during his lifetime; and Mr. Gladstone and his friends have made it their business to discountenance and discourage every movement which has seemed to be in the line of the Beaconsfield policy. Whether Lord Beaconsfield's views or Mr. Gladstone's views are the wiser we care not to inquire. What concerns us is, that the two policies have been different, and that to-day the people of the British Islands are by no means of one mind as to which of the two policies is the best for the interests of the empire.

The compromise in the Suez Canal affair, and the favor which it is believed the Government has extended to the Jordan Valley Canal, have roused the friends of the late Tory chief; and *Blackwood's Magazine*, which never loses an opportunity to speak its mind freely of the present administration, has found a fresh text, which it handles with great ability and advantage. In an article on "The Canal Dilemma," or "Our True Route to India," the writer discusses in a vigorous style the various plans proposed for another and more satisfactory route to India. The Palestine Canal, the Euphrates Valley Railroad, the Turko-Indian line and the Nile Canal, suggested by Mr. Fowler, are discussed in succession. The Palestine scheme calls forth the special indignation of the writer. The argument is almost in the form of a *reductio ad absurdum*. If accomplished, the Jordan Valley Canal would convert lower Palestine into a great sea—a sea 150 miles long and ten miles broad, four times the size of the Dead Sea, and almost as large as the Victoria Nyanza. The Jordan, now a hundred miles long, would be reduced to ten miles. The Sea of Galilee, with all its sacred places—Tiberias, Capernaum, Bethsaida,

Bethlehem, Jericho, and other hallowed spots, together with the dolmen fields of Gilead and Moab, would be sunk below the waters. The cost would not be less than £222,705,000. It is shown, however, that the difficulties in the way are insurmountable; and the whole scheme is pronounced impracticable. The other schemes, with one exception, are dismissed with much less ceremony. That exception is the railway route by the Euphrates Valley.

Of this scheme there are several modifications; but in the estimation of the writer in *Blackwood* the line laid down by Colonel Chesney in 1850 is to be considered the best. This route is by Antioch and Aleppo to Birejik, and thence to the Persian Gulf, on the west or right bank of the Euphrates. The advantages of the line are these. The route from London to Bombay would be 700 miles shorter than that by the Suez Canal. A glance at the map will show that Kurrachee, in the event of such a line being constructed, might take the place of Bombay. In such a case, the route would be shortened by a thousand miles, or by five days of sea passage. The length of the railroad would be 920 miles, a distance which is supposed to represent 48 hours' travelling. The estimated cost, at the rate of £8,000 to £10,000 a mile, is from seven to eight millions sterling. The saving of so much time is a recommendation of the highest order from a military point of view, and the expense is by no means formidable. There can be no doubt of the truth of the saying of a famous diplomat, that the nearer Russia approaches Herat and Kandahar, the greater becomes the necessity for the Euphrates Valley Railroad. In recounting the advantages of this special route, the writer reminds us that in the Roman times, and even earlier, Antioch was the rival of Alexandria, and the emporium of the commerce of Asia. In the sixteenth century, and before the route by the Cape of Good Hope was discovered, Queen Elizabeth had her fleet on the Euphrates, and had authorized the Levant Company to trade through Aleppo. It was not until the East India Company removed their factories from Bassorah that the trade of Aleppo was ruined. The use of steam power and, later, the cutting of the Isthmus, has diverted trade from the Euphrates to the Red Sea. But why should not the establishment of a line of railroad by this very natural route have the effect of restoring, in a large measure, the balance of power?

It is admitted, however, that the route is not without very serious drawbacks. The writer in *Blackwood* would not make too much of the numerous small bridges which it would be necessary to construct. Nor is he disposed to magnify the inconveniences which would result from the excessive heat, and which would be especially felt in the transportation of troops. These, he thinks, could be got over; and they would hardly be allowed to weigh with Englishmen if India were in danger. The five days to be gained would compensate for many inconveniences. The drawbacks, therefore, are not engineering nor climatic. They are rather commercial and strategic. "In the first place, some 500 miles of the route would be unproductive for a long time of paying local traffic. In the second, transport by rail, with the double trans-shipment at Alexandretta and at the Persian end, could not compete successfully with a through communication by water, as in the Suez Canal. For light goods, for the mails, above all for the rapid dispatch of troops, the railway would be of value, but not for the heavy merchandise which comes by sea from India."

The strategic objections are yet stronger. They are more or less the same objections which Lord Palmerston made to the Suez Canal. In Lord Palmerston's opin-

ion the canal was a menace to England. It was "a lance in the hands of France," a hold on England's communications with the Indian Empire. It was the Suez Canal, as we know, which gave France her influence in Egypt and which has compelled England to occupy Cairo. In like manner, the Euphrates Valley Railroad would be "a lance in the hands of Russia." Even if protected by the river, the line would present a long flank exposed to a Russian advance from Armenia or from the Caucasus. It would be necessary to have a military station at Aleppo and another in the Persian Gulf. It might even be necessary to occupy Bagdad and a portion of Syria. But the way has been prepared for such occupation by Lord Beaconsfield's acquisitions. The initial steps have already been taken. It was necessary that they should be taken; and it is the opinion of the writer in *Blackwood* that, "like the buying of the Suez Canal shares, they were acts which strengthened the hold of the British on the road to India, and which tended to check the now rapid advance of Russia both eastward and westward." Such a railroad, it is contended, should be constructed without delay. Its advantages far more than counterbalance possible disadvantages and inconveniences. It would put it in the power of England "to fall on the flank of the Russian advance to India from Asterabad, on the southeast of the Caspian." There is good reason for believing that the article in *Blackwood* is from the pen of Mr. Lawrence Oliphant, than whom no living writer is better qualified to speak on the subject. He is familiar with the East; and he knows what England needs.

## Monetary & Commercial English News

### RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Sept. 15.				EXCHANGE ON LONDON.			
On—	Time.	Rate.		Latest Date.	Time.	Rate.	
Amsterdam	3 mos.	12 5/8 @ 12 5/8		Sept. 15	Short.	12 1/4	
Amstercan	Short.	12 2 3/4 @ 12 3/4					
Berlin	3 mos.	20 66 @ 20 72		Sept. 15	Short.	20 49 1/2	
Frankfort	"	20 66 @ 20 72		Sept. 15	"	20 49 1/2	
Hamburg	"	20 66 @ 20 72		Sept. 15	"	20 49 1/2	
Vienna	"	12 13 1/4 @ 12 16 1/4		Sept. 15	"	12 00	
Antwerp	"	25 56 1/4 @ 25 61 1/4		Sept. 15	"	"	
Petersburg	"	23 1/2 @ 23 1/4		Sept. 15	"	23 1/2	
Paris	Checks	25 30 @ 25 35		Sept. 15	Checks	25 32	
Paris	3 mos.	25 30 @ 25 35		Sept. 15	3 mos.	25 33	
Genoa	"	25 37 1/2 @ 25 62 1/2		Sept. 15	Short.	25 25	
Madrid	"	45 @ 46		Sept. 15	"	"	
Lisbon	"	51 13 1/2 @ 51 15 1/2		Sept. 15	"	53 1/2	
Alexandria	"	"		Sept. 12	3 mos.	95 7/8	
New York	"	"		Sept. 15	Short.	4 8 1/4	
Bombay	60 d'ys	1s. 7 1/2 d.		Sept. 15	tel. trsf.	1s. 7 1/2 d.	
Calcutta	"	1s. 7 1/2 d.		Sept. 15	tel. trsf.	1s. 7 1/2 d.	
Hong Kong	"	"		Sept. 15	4 mos.	3s. 8 1/2 d.	
Shanghai	"	"		Sept. 15	"	5s. 1 d.	

[From our own correspondent.]

LONDON, Saturday, Sept. 15, 1883.

The value of money has continued to decline, and the Directors of the Bank of England have divided on lowering their published *minimum* to 3½ per cent. The demand for funds during the week has been upon so restricted a scale, and bills are so scarce, that a reduction was almost self-evident; and it is a very general opinion that a change to three per cent might have been agreed to. This state of affairs, as has been frequently pointed out, is due to the distrust which prevailed some months ago. Business has been greatly contracted in every quarter, and the mercantile community are beginning to despair as far as an active trade during the closing months of the year is concerned. The amount of money seeking employment has considerably increased of late, and the market is now abundantly supplied. The rates of interest for deposits have also been reduced; but there has been a difference of action on the part of the leading companies. Some are now allowing 2½ and 2¾, but others only 2 and 2½, per cent for money on demand and at call respectively. The present condition of things was, to a considerable extent, unlooked for; but it has been brought about by the want of confidence which has recently prevailed.

The difficulties in the tin-plate trade of Swansea continues. This week, in consequence of the failure of Messrs. Richards, Power & Co., of Swansea and London, it has been decided to

liquidate the affairs of the Swansea Zinc Ore Co. At a meeting of shareholders it was resolved that the company be wound up, and that four of the present Directors, including Lord Penzance (the chairman), be appointed a committee to that end.

The total receipts into the exchequer from April 1 to September 8 were £34,882,647, against £33,980,503 in the corresponding period of the last financial year, being an increase of £903,144. The increase is chiefly due to the receipts from income and property tax, these having amounted to £3,255,000, against £2,389,000 last year. The expenditure has declined from £37,844,896 to £36,733,075, or to the extent of £1,111,821. The outlay for the two "services" shows a falling off of £937,263, viz., from £23,092,928 to £22,155,665.

Rather more business has been in progress in the wheat trade during the week, but no activity has been apparent. Some of the English wheat arriving at market, especially in the North, is in poor condition, and does not attract much attention, but fine dry samples are rather dearer in some instances. Foreign wheat is still in abundant supply, and sells slowly on former terms.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates.						Interest Allowed for Deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.	7 to 14 Days.
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months			
Aug. 10	4	3½ @ 3½	3½ @ 4	4 @ 4½	4 @ 4½	4 @ 4½	4½ @ 4½	3	3	3½ @ 3½
" 17	4	3½ @ 3½	3½ @ 4	4 @ 4½	4 @ 4½	4 @ 4½	4½ @ 4½	3	3	3½ @ 3½
" 24	4	3½ @ 3½	3½ @ 4	4 @ 4½	4 @ 4½	4 @ 4½	4½ @ 4½	3	3	3½ @ 3½
" 31	4	3½ @ 3½	3½ @ 4	4 @ 4½	4 @ 4½	4 @ 4½	4½ @ 4½	3	3	3½ @ 3½
Sept. 7	4	3½ @ 3½	3½ @ 4	4 @ 4½	4 @ 4½	4 @ 4½	4½ @ 4½	3	3	3½ @ 3½
" 14	3	3½ @ 3½	3½ @ 4	4 @ 4½	4 @ 4½	4 @ 4½	4½ @ 4½	2½	2½	2½ @ 2½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the prices of consols, wheat, cotton and yarn and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
Circulation	25,391,190	26,194,980	26,224,825	26,654,205
Public deposits	4,570,030	4,652,866	4,395,615	6,219,884
Other deposits	25,295,752	25,569,849	25,569,849	24,940,429
Government securities	13,693,631	11,682,205	14,557,649	15,420,851
Other securities	21,458,091	23,981,935	22,067,609	17,619,541
Res'v of notes & coin	14,481,191	11,156,714	12,569,549	16,673,280
Coin and bullion in both departments	24,122,331	21,601,694	23,044,374	28,327,485
Proportion of reserve to liabilities	46.22	39 1/4	41 3/4 p. c.	53
Bank rate	3 1/2 p. c.	5 p. c.	4 p. c.	2 1/2 p. c.
Consols	100 1/2	99 1/4	99 1/4	97 7/8
Eng. wheat, av. price	41s. 8d.	45s. 9d.	54s. 5d.	42s. 2d.
Mid. Upland cotton	5 1/4 d.	7 1/4 d.	7 1/4 d.	6 1/2 d.
No. 40 Mule twist	9 3/4 d.	10 1/4 d.	10 3/4 d.	11 1/4 d.
Clearing-house return	82,020,000	119,154,000	84,768,000	82,101,000

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	Sept. 13.		Sept. 6.		August 30.		August 23.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Berlin	4	3	4	2 1/2	4	3	4	2 1/2
Frankfort	—	3	—	2 1/2	—	3 1/2	—	3 1/2
Hamburg	—	2 1/2	—	2 1/2	—	2 1/2	—	2 1/2
Amsterdam	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Brussels	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Madrid	5	5	5	5	5	5	5	5
Vienna	4	4	4	4	4	4	4	3 1/2
St. Petersburg	6	6	6	6	6	6	6	6

In reference to the state of the bullion market, Messrs. Pixley & Abell write as follows:

Gold.—Since our last circular, the Bank of England has received £175,000 in bars and gold. There is no export demand, the only shipments being £10,260 to Bombay, per P. & O. steamer "Malwa," and 50,000 sovereigns to Lisbon. The "Medway," from the West Indies, brought £13,750, and the "Cuzco," from Australia, £31,000.

Silver.—The market has been steady and active during the past week, and considerable business has been done for immediate and forward delivery at 50½d. per oz. standard, the price fixed for the £36,000 which arrived per "Medway" from the West Indies; the price is firm at this quotation. The "Halley," from Buenos Ayres, brought £1,250 and the "City of Montreal," from New York, £45,000. The shipments are £56,800 to Bombay, and £30,000 to Calcutta, per P. & O. steamer "Malwa."

Mexican Dollars.—About 4,000 arrived per "Ville de Bordeaux" and Royal Mail Steamer "Medway"; a portion had been sold for arrival, and the remainder were disposed of at 4½d. per oz. We are unable to give this week the details of shipment per P. & O. steamer "Ballarat" leaving this day.

The quotations for bullion are reported as below:

Price of Gold.				Price of Silver.			
Sept. 13.		Sept. 6.		Sept. 13.		Sept. 6.	
d.	s.	d.	s.	d.	s.	d.	s.
Bar gold, fine...	77	9	77	9	50s.	50s.	50s.
Bar gold, contain'g	77	10 1/2	77	10 1/2	51	51	51
20 dwts. silver...	73	9 1/2	73	9 1/2	54 1/2	54 1/2	54 1/2
Span. doubloons...	73	8 1/2	73	8 1/2	49 1/2	49 1/2	49 1/2
S.A.M. doubloons...	73	8 1/2	73	8 1/2	49 1/2	49 1/2	49 1/2
U.S. gold coin...	76	3 1/2	76	3 1/2	.....	.....	.....
Ger. gold coin...	.....	.....	.....	.....	.....	.....	.....

The following are the quantities of wheat, flour and Indian corn estimated to be afloat to the United Kingdom, Baltic supplies being excluded:



	At present.	Last week.	1882.	1881.
Wheat.....qrs.	1,696,000	1,614,000	2,000,000	1,828,000
Flour.....	146,000	129,000	152,000	145,000
Indian corn.....	250,000	269,000	139,000	234,000

Annexed is a return showing the extent of the imports of cereal produce into the United Kingdom during the first two weeks of the season, the sales of home-grown produce and the average price, the visible supply of wheat in the United States, and supplies of wheat and flour estimated to be afloat to the United Kingdom, compared with the three previous years:

	1882.	1882.	1881.	1880.
Wheat.....cwt.	3,446,596	3,993,403	2,017,194	3,777,215
Barley.....	178,509	232,099	73,075	140,150
Oats.....	516,754	664,673	548,211	710,108
Peas.....	34,962	35,562	11,768	19,350
Beans.....	219,760	68,349	107,000	48,438
Indian corn.....	1,403,024	678,731	1,397,542	2,016,596
Flour.....	516,642	486,265	458,464	415,939

	1882.	1882.	1881.	1880.
Imports of wheat.cwt.	3,446,596	3,993,403	2,017,194	3,777,215
Imports of flour.....	516,642	186,265	458,464	415,939
Sales of home-grown produce.....	1,302,460	1,228,240	948,300	776,200

Total.....	5,265,638	5,707,908	3,423,958	4,939,354
Average price of English wheat for season.qrs.	42s. 5d.	48s. 6d.	54s. 10d.	42s. 8d.
Visible supply of wheat in the U. S. ....bush.	21,400,000	12,000,000	19,500,000	14,300,000
Supply of wheat and flour afloat to U. K. qrs.....	1,773,000	2,181,000	2,011,000	.....

The extent of the sales of home-grown wheat, barley and oats in the principal markets of England and Wales, during the first two weeks of the season, together with the average prices realized, is shown in the following statement:

	1883.	1882.	1881.	1880.
Wheat.....qrs.	90,165	70,860	54,709	41,781
Barley.....	4,041	3,489	1,583	2,193
Oats.....	14,486	2,552	2,217	4,982

Converting wheat into cwt., the totals for the whole kingdom are as follows:

	1883.	1882.	1881.	1880.
Wheat.....cwt.	1,302,400	1,228,240	948,300	776,200

The Vienna International Corn Market has been recently held and a dull tone prevailed, notwithstanding that the statistics presented by the committee show a diminished production of wheat. The reason for the cautious policy pursued by buyers was that a heavy surplus was understood to exist in the great producing countries from last year's harvest. The following were the statistics shown to the members, 100 representing an average crop:

	Wheat.	Rye.	Barley.	Oats.
Prussia.....	90	81	94	92
Saxony.....	80	75	85	85
Upper and Lower Bavaria.....	80	70	80	80
Bavaria, Franconia, Swabia.....	101	100	103	116
Bavaria, Palatinate and Wetterau.....	75	50	85	100
Baden.....	92	92	85	100
Württemberg (winter wheat).....	87	.....	.....	.....
Württemberg (summer wheat).....	93	78	95	95
Mecklenburg.....	93	105	85	83
Switzerland.....	80	75	80	80
Denmark.....	105	100	.....	70
Sweden and Norway.....	105	70	.....	.....
Austria.....	85	89	96	104
Hungary.....	100	86	92	79
Upper Italy.....	63	70	.....	.....
Central Italy.....	87.5	87.5	.....	.....
Southern Italy.....	80	.....	.....	.....
Eastern Italy.....	105	.....	100	100
France.....	85	85	100	100
Holland.....	100	90	95	90
Great Britain and Ireland.....	80	.....	101	102.5
Russia, Curland.....	77.5	77.5	85	105
Rest of Northern Russia.....	95	90	.....	100
Podolia.....	60	70	.....	100
Central Russia.....	70	67	70	78
Southern Russia (summer wheat).....	80	.....	.....	.....
Southern Russia (winter wheat).....	90	110	150	105
Bessarabia.....	80	90	40	100
Roumania, Lesser Wallachia.....	80	77.5	60	.....
Great Wallachia (winter wheat).....	100	.....	.....	.....
Great Wallachia (summer wheat).....	90	130	110	80
Moldavia.....	80	78	75	99
Servia.....	110	105	85	95
Egypt.....	120	.....	100	.....

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending Sept. 23:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	56½	50½	50½	50½	50½	50½
Consols for money.....	100½	100¾	100¾	101½	101½	101½
Consols for account.....	100½	100¾	101	101½	101½	101½
Fr'ch rentes (in Paris) fr.	79½	79½	79½	78½	78½	78½
U. S. 4½ of 1891.....	115½	116½	116½	117½	116½	116½
U. S. 4s of 1907.....	122	122½	122½	122½	122½	122½
Chic. Mil. & St. Paul.....	108¾	108¾	108¾	108¾	108¾	108¾
Erie, common stock.....	32½	31½	32½	32	32½	32½
Illinois Central.....	133½	133½	133½	133½	133½	133½
N. Y. Ontario & West'n.....	23½	22½	22½	22½	22½	23½
Pennsylvania.....	69½	60½	60½	60½	61	61½
Philadelphia & Reading.....	26½	25½	25½	25½	26½	27
New York Central.....	119½	119½	119½	118½	119½	119½

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State). 100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 6	8 6	8 6	8 6	8 6	8 6
Spring, No. 2, old "	9 0	9 0	9 0	9 0	9 0	9 0
Spring, No. 2, n. "	8 3	8 3	8 3	8 3	8 3	8 3
Winter, West., n. "	8 7	8 7	8 8	8 8	8 8	8 8
Cal., No. 1.....	9 3	9 3	9 4	9 4	9 4	9 4
Cal., No. 2.....	8 11	8 11	8 11	8 11	8 11	8 11
Corn, mix., new.....	5 6	5 6	5 5	5 4½	5 4½	5 4½
Pork, West. mess., 9 bbl.	72 0	72 0	72 0	72 0	72 0	72 0
Bacon, long clear, new.....	35 0	35 0	34 6	35 0	35 0	34 0
Beef, pr. mess, new, 5½ lb.	74 0	73 0	70 0	70 0	70 0	70 0
Lard, prime West. 5½ cwt.	42 0	42 0	42 0	41 0	41 0	41 0
Cheese, Am. choice.....	52 0	52 0	52 0	52 0	52 0	52 0

Commercial and Miscellaneous News

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase both in dry goods and general merchandise. The total imports were \$9,972,011, against \$7,601,097 the preceding week and \$8,457,546 two weeks previous. The exports for the week ended Sept. 25 amounted to \$7,442,624, against \$7,053,917 last week and \$6,197,157 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 20 and for the week ending (for general merchandise) Sept. 21; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods.....	\$2,309,767	\$3,129,781	\$2,984,338	\$2,974,445
Gen'l mer'dise.....	5,194,012	7,928,611	7,268,938	6,997,966
Total.....	\$7,503,779	\$10,958,395	\$10,253,396	\$9,972,011
Since Jan. 1.				
Dry goods.....	\$99,095,637	\$85,362,864	\$102,508,435	\$94,908,627
Gen'l mer'dise.....	267,181,446	236,390,706	265,968,092	243,480,758
Total 38 weeks.....	\$366,277,083	\$321,753,570	\$372,476,547	\$338,389,385

In our report of the dry goods trade we found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Sept. 25, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week.....	\$9,131,499	\$8,953,660	\$8,283,264	\$7,442,624
Prev. reported.....	292,411,914	275,784,539	239,672,527	254,253,580
Total 38 weeks.....	\$301,543,323	\$284,742,199	\$247,955,791	\$261,696,204

The following table shows the exports and imports of specie at the port of New York for the week ending Sept. 22, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
<b>Gold.</b>				
Great Britain.....	\$2,500	\$11,800	\$.....	\$1,963,468
France.....	.....	.....	398,352	512,222
Germany.....	.....	.....	118,238	2,395,380
West Indies.....	.....	20,050	57,907	2,588,729
Mexico.....	.....	.....	.....	78,308
South America.....	.....	215,003	1,720	167,011
All other countries.....	19,600	153,785	100,500	120,933
Total 1883.....	\$21,500	\$380,688	\$676,717	\$7,826,051
Total 1882.....	24,250	33,774,134	16,347	781,505
Total 1881.....	14,700	390,016	393,814	43,234,221
<b>Silver.</b>				
Great Britain.....	\$527,724	\$10,462,163	\$.....	\$.....
France.....	.....	466,419	.....	1,666
German.....	.....	.....	2,142	248,372
West Indies.....	.....	43,276	34,716	395,067
Mexico.....	.....	.....	319,907	3,155,393
South America.....	.....	13,773	2,484	125,807
All other countries.....	12,600	16,394	.....	13,946
Total 1883.....	\$540,324	\$11,002,030	\$359,249	\$3,940,251
Total 1882.....	1,634	9,136,472	4,956	1,914,413
Total 1881.....	115,566	7,876,921	20,355	2,173,022

Of the above imports for the week in 1883, \$51,887 were American gold coin and \$23,545 American silver coin. Of the exports during the same time \$19,000 were American gold coin.

—The St. Paul Minneapolis & Manitoba coupons on 2d mortgage bonds, falling due Oct. 1, will be paid by Messrs. J. S. Kennedy & Co.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Bonds.	Shares.
\$1,000 City of New York 7s. Dock Bond, reg'd'd. due 1904.....	29 Merchants' Exch. Bk. ... 97
1884 & Int.	23 Cn. Ham. & Dayton RR. 8¾
\$2,000 Staten Island Water Supply Co. 1st M. ts. cp. due 1911.....	5 Empire City Fire Ins. Co. 80¼
87½	50 Park Fire Ins. Co. .... 101
	25 Eagle Fire Ins. Co. .... 245½
	12 Metrop'n Gas-Light Co. of Brooklyn..... 86¼
10 Stuyvesant Safe Dep. Co. 101½	15 American Loan & Tr. Co. 103½
2 Pacific Bank.....	11 Peck, Stowe & Wilcox Manfg. Co. .... 162¼
30 Standard Fire Ins. Co. 162½	
250 Tradesmen's Nat. Bk. 108½-108¾	

## The Bankers' Gazette.

### DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Railroads.</b>			
Chicago & Rock Island (quar.)	1½	Nov. 1	Sept. 30 to Oct. 25
Chic. St. P. Minn. & Om. pref. (quar.)	1½	Oct. 20	Sept. 30 to Oct. 23
Del. Lack. & West. (quar.)	2	Oct. 20	Oct. 5 to Oct. 21
Lake Shore & Mich. So. (quar.)	2	Nov. 1	Oct. 3 to Nov. 4
Manhattan 1st pref. (quar.)	1½	Oct. 1	Sept. 26 to
Pitts. Ft. Wayne & Chic. (quar.)	1½	Oct. 2	
do do special guar. (quar.)	1½	Oct. 1	
<b>Banks.</b>			
Gallatin National	5	Oct. 10	Sept. 27 to Oct. 9
<b>Miscellaneous.</b>			
N. Y. & Texas Land	\$5	On dem.	

NEW YORK, FRIDAY, SEPT. 28, 1883-5 P. M.

**The Money Market and Financial Situation.**—There was something just a little "sensational" in the character of the four or five failures in the clothing and woolen goods trades, etc., in the last week. One after another these firms fail, each making the others preferred creditors to a large percentage of their liabilities. The amount of the failures reaches a large aggregate, but they have in fact made little or no impression on the mind of the business community commensurate with their size, it being well understood that the paper which the firms so freely indorsed for one another was, and had been, for a long time in the open market, and was distributed to banks everywhere throughout the neighboring States, and even in the Western cities. No bank ever takes very largely of the same names in the class of paper that is negotiated almost entirely through bill brokers. But, aside from this, there is no reason to presume that the losses on any of this paper will be heavy. The makers and indorsers all have large amounts of property, and, barring the delay in turning this into money, the creditors, it is believed, are not likely to suffer greatly.

Notwithstanding the active demand in the West and South for currency in connection with the marketing of the crops, the increase of loans of the New York banks, the decrease of their surplus reserve, etc., there is as yet no appearance of a diminution in the large supply of money for call loans on collaterals of railway stocks at 2 to 2½ per cent per annum. Even for sixty-day and four months' loans on the same collaterals, the supply at 5 per cent per annum remains apparently undiminished. There has been no change in the nominal rates of discount of mercantile paper from 5½ and 6 for first-class double-name paper for 60 days and four months and 6 and 7 per cent for first-class single names. It is, however, generally known that paper must bear the closest scrutiny to be discounted at all.

The superabundance of capital for loan on collaterals, while it is so slow to go into any more permanent kind of investment, shows that the distrust referred to last week, in view of the increase of fixed capital in railways, mills, factories, coal mines, iron foundries, etc., in the last few years, is still an influence of considerable importance. Capital is awaiting the outcome of the investments already made in that form of property.

The Bank of England this week reduced its rate of discount to 3 per cent, from 3½ per cent last week, and at which it had remained since September 13, on which date it was reduced to 3½ per cent, from 4 per cent, the rate that had prevailed since May 10. The Bank gained £137,000 in bullion and the percentage of reserve to liabilities was increased to 47½ per cent from 46½ per cent last week, and as compared with 33 7/16 on May 10. This great change since May in the condition of the Bank has been the result of a purpose to prepare for a possible export movement of specie to the United States this winter. The weekly statement of the Bank of France showed an increase of 1,235,000 francs in gold and a decrease of 1,600,000 francs in silver.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. Sept. 22.	Differences from previous week.	1882. Sept. 23.	1881. Sept. 24.
Loans and dis.	\$331,761,900	Inc. \$2,909,100	\$325,688,000	\$332,672,300
Specie	35,360,300	Dec. 3,319,000	31,013,500	64,984,400
Circulation	15,408,300	Dec. 125,100	18,637,400	19,765,200
Net deposits	318,013,400	Inc. 101,900	297,389,300	314,317,300
Legal tenders	26,050,400	Inc. 1,713,400	21,057,000	15,057,200
Legal reserve	\$79,503,350	Inc. \$25,475	\$74,347,325	\$78,579,325
Reserve held.	\$1,410,700	Dec. 1,805,600	72,075,500	\$0,041,600
Surplus	\$1,907,350	Dec. \$1,831,075	dt. \$2,271,825	\$1,462,275

**Exchange.**—There has been considerable fluctuation in the rates of foreign exchange in the last week, the net result of which is that both sterling and Continental bills are higher than a week ago. On last Friday the posted rates for sterling were 4 83/4 and 4 86; during the week they were advanced to 4 83½ and 4 86½. Afterwards when the Bank of England reduced its rate of discount on Thursday, the posted rate for demand sterling was lowered to 4 86, but the 60-day rate remained unchanged at 4 83½. The rates for actual business in sterling on Friday the 28th were as follows, viz.: Sixty days, 4 82½; 4 82½; demand, 4 85½; cables, 4 86½. Commercial bills have continued scarce during the week, and the rates on Friday were 4 81½ and 4 81½. Continental bills are generally higher this week than last. There is no foreign

buying of American securities, nor is there any selling of any consequence.

Quotations for foreign exchange are as follows, the prices being the posted rates of leading bankers:

	September 28.	Sixty Days	Demand.
Prime bankers' sterling bills on London	4 83½	4 86	
Prime commercial	4 82		
Documentary commercial	4 81½		
Paris (francs)	5 22½	5 20	
Amsterdam (guilders)	40	40½	
Frankfort or Bremen (reichmarks)	94½	95	

**United States Bonds.**—The Government bond market has shown very great strength the past week, and the rise in prices on the long-date issues amounts to fully one per cent. On the other hand, the threes have been very weak, and have declined from 102½ last Friday to 101½ to-day.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Sept. 22.	Sept. 24.	Sept. 25.	Sept. 26.	Sept. 27.	Sept. 28.
4½s, 1891.....reg.	Q.-Mar.	*113¼	*113¼	*113½	*113½	114	114
4½s, 1891.....coup.	Q.-Mar.	*113¼	*113¼	*113½	*113½	114	114
4s, 1907.....reg.	Q.-Jan.	*119¼	*119½	*119½	*119½	120	120½
4s, 1907.....coup.	Q.-Jan.	120¼	120½	120½	120½	121¼	121¼
3s, option U. S. ....reg.	Q.-Feb.	102¾	102¾	102¾	101½	101½	101½
6s, cur'ey, 1895.....reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'ey, 1896.....reg.	J. & J.	*131	*131	*131	*131	*131	*131
6s, cur'ey, 1897.....reg.	J. & J.	*132	*132	*132	*132	*132	*132
6s, cur'ey, 1898.....reg.	J. & J.	*134	*134	*134½	*134½	135	135
6s, cur'ey, 1899.....reg.	J. & J.	*134½	*134½	*135	*135	*135½	*135½

\* This is the price bid at the morning board; no sale was made.

**U. S. Sub-Treasury.**—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
Sept. 22..	\$98,088 83	1,388,090 02	117,452,215 44	7,009,776 08
" 23..	1,381,281 82	1,159,221 40	117,837,453 37	6,827,600 57
" 25..	1,959,667 62	1,284,205 61	118,474,768 37	6,885,747 58
" 26..	1,336,779 33	1,744,694 81	118,070,035 06	6,882,565 41
" 27..	1,419,617 99	2,218,748 97	117,421,170 39	6,732,299 10
" 28..	1,468,914 08	916,132 33	117,926,509 84	6,779,041 40
Total	\$9,555,351 67	\$8,711,393 14		

\* Above receipts include \$1,100,000 gold certificates put into cash.

† Above payments include \$939,000 gold certificate taken out of cash.

**State and Railroad Bonds.**—During the first few days of the past week the market for railroad bonds was dull and weaker, and the tendency of prices was downward, though not largely so except in a few cases. The heaviest decline was 4 per cent in Richmond & Danville debentures on the publication of the company's circular showing that net earnings had been applied to the purchase of new equipment, and for betterments, &c. Subsequently, however, these bonds recovered to the extent of 2½ per cent, and close at 58¼. In the latter part of the week the general market for railroad bonds was better and the tendency of prices was upward. The range of fluctuations for the principal issues in the seven days was as follows, viz.: Central Pacific gold 6s at 111½, 112½; Denver & Rio Grande consols at 85, 89½, 88¼; Denver & Rio Grande Western first 6s at 67½, 66½, 71½, 71; East Tennessee incomes at 32½, 33, 31, 31½; Kansas & Texas general mortgage 6s at 80, 81; Louisville & Nashville general mortgage at 92, 93; Northern Pacific 6s at 102½, 103, 102¼, 103½; New York West Shore & Buffalo 5s at 74½, 72¼, 73¼, 73½; Oregon & Trans-Continental 6s at 87, 89, 87, 88; Richmond & Danville debenture 6s at 60, 56, 58½, 58¼; Canada Southern firsts at 95¼, 95½, 96½; Union Pacific firsts at 112½, 113; New York Chicago & St. Louis firsts at 99½, 99; Texas & Pacific land grant incomes at 55¼, 54½; do. Rio Grande division firsts at 78, 76½, 77½, 77¼, and Richmond & Danville consols at 96½, 97, 95½.

In State bonds Alabama class "A" have sold at 81¼ at 81½; Tennessee Compromise at 43¼ at 41½, do. 6s old at 38; Missouri 6s of 1887 at 108½, 1888 at 109½, 1889 at 111½; and Arkansas 7s issued to Little Rock Pine Bluff & New Orleans Railroad at 40.

**Railroad and Miscellaneous Stocks.**—The stock market during the last week has felt the effects of the developments in connection with the Northern Pacific Company's affairs. The main point in this is that the cost of the railroad and its equipment seems to have been under-estimated by some \$10,000,000 or \$12,000,000. The knowledge of this fact caused a large selling of all the Villard stocks, and this, to some extent, depressed the whole market, though it is to be remarked that the regular dividend payers were much less affected than other properties. In the last three days, however, there has been a pretty general recovery. The result is that at the close on Friday the 28th, quite a number of stocks are higher than on Friday the 21st. The following are lower, viz.: Northern Pacific common, 1½; do. preferred, 3½; Oregon & Trans-Continental, 4½; Lackawanna, 1½; Missouri Pacific, 1½; Western Union, ½; Kansas & Texas, 1½. Those that are higher are Louisville & Nashville, 1; Reading, ¾, and other stocks fractionally.

Friday afternoon the market was adversely affected by the report of a proposed issue of 15 millions new bonds by the Northern Pacific, to cover floating debt and furnish additional obligation. It has not yet been announced what form of obligation the new issue will take.



NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING SEPT. 28, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares).	Range Since Jan. 1, 1883.		For Full Year 1882.				
	Saturday, Sept. 22.	Sunday, Sept. 23.	Tuesday, Sept. 25.	Wednesday, Sept. 26.	Thursday, Sept. 27.	Friday, Sept. 28.		Lowest.	Highest.	Low.	High			
RAILROADS.														
Atchafalpa Topeka & Santa Fe	.....	.....	.....	.....	.....	.....	.....	78 1/2	Feb. 17	84 1/2	June 14	84	95 1/2	
Burlington Cent. & N. Y. Air-lin. pref.	.....	.....	.....	.....	.....	.....	.....	30	28	Mar. 28	84 1/2	May 3	60	80
Burlington Cent. & N. Y. Air-lin. pref.	.....	.....	.....	.....	.....	.....	.....	34	75	Sept. 23	84 1/2	July 6	67	85 1/2
Canadian Pacific	57 1/2	57 1/2	56 1/2	57 1/2	56 1/2	57 1/2	57 1/2	22,100	52 1/2	Aug. 13	63 1/2	May 3	.....	.....
Canada Southern	79 1/2	79 1/2	78 1/2	79 1/2	78 1/2	79 1/2	79 1/2	9,200	48 1/2	Aug. 14	71 1/2	Jan. 19	44	73
Central Pacific	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	33,575	68 1/2	Jan. 18	89	June 15	63 1/2	97 1/2
Chesapeake & Ohio	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	22,100	118 1/2	Aug. 14	123 1/2	Jan. 19	118 1/2	123 1/2
Do	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	22,100	118 1/2	Aug. 14	123 1/2	Jan. 19	118 1/2	123 1/2
Do	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	22,100	118 1/2	Aug. 14	123 1/2	Jan. 19	118 1/2	123 1/2
Chicago & Alton	132 1/2	134 1/2	134 1/2	134 1/2	133 1/2	133 1/2	133 1/2	.....	134 1/2	Aug. 31	27	Jan. 22	27	29
Chicago Burlington & Quincy	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	5,922	115 1/2	Feb. 20	129 1/2	Apr. 13	120 1/2	145 1/2
Chicago Milwaukee & St. Paul	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	229,938	97 1/2	Aug. 14	108 1/2	Jan. 20	96 1/2	123 1/2
Chicago & North Western	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	1,694	116 1/2	Aug. 14	122 1/2	Sept. 7	114 1/2	144 1/2
Do	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	29,350	126 1/2	Aug. 14	140 1/2	Apr. 13	124 1/2	150 1/2
Chicago Rock Island & Pacific	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	1,216	117 1/2	Aug. 13	127 1/2	Jan. 5	122	140
Chicago St. Louis & Pittsburgh	145 1/2	145 1/2	145 1/2	145 1/2	145 1/2	145 1/2	145 1/2	1,000	100 1/2	Aug. 31	22	Apr. 21	.....	.....
Do	145 1/2	145 1/2	145 1/2	145 1/2	145 1/2	145 1/2	145 1/2	1,000	100 1/2	Aug. 31	22	Apr. 21	.....	.....
Chicago St. Paul Minn. & Om.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	2,580	36 1/2	Aug. 11	57 1/2	May 16	29 1/2	58 1/2
Cincinnati, Ind. & Cleveland	144 1/2	144 1/2	144 1/2	144 1/2	144 1/2	144 1/2	144 1/2	1,825	58	Aug. 24	82 1/2	Apr. 5	61	92 1/2
Cleveland & Pittsburgh, guar.	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	70	124 1/2	Aug. 14	113 1/2	Jan. 5	97	117 1/2
Columbus City & Ind. Cent.	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	300	24 1/2	Sept. 15	7 1/2	Mar. 5	.....	.....
Delaware Lackawanna & West.	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	407,947	118 1/2	Feb. 16	131 1/2	Apr. 13	116 1/2	151 1/2
Denver & Rio Grande	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	95,500	21 1/2	Aug. 21	51 1/2	May 3	38 1/2	74 1/2
East Tennessee Va. & Ga.	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	2,105	13 1/2	Aug. 14	23 1/2	Apr. 15	15	26 1/2
Do	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	2,105	13 1/2	Aug. 14	23 1/2	Apr. 15	15	26 1/2
Green Bay Winona & St. Paul	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	100	5	Feb. 9	10 1/2	Apr. 12	6	16
Hannibal & St. Joseph	.....	.....	.....	.....	.....	.....	.....	.....	38	Mar. 6	46 1/2	Jan. 17	45	110
Do	.....	.....	.....	.....	.....	.....	.....	.....	190	Aug. 28	200	May 5	196	208
Harlem	.....	.....	.....	.....	.....	.....	.....	.....	182	Aug. 11	185 1/2	Sept. 14	177	185
Houston & Texas Central	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	1,825	58	Aug. 24	82 1/2	Apr. 5	61	92 1/2
Illinois Central	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2	1,229	129 1/2	.....	.....	.....	.....	.....
Indiana Bloom'g & Western	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	1,950	79 1/2	Aug. 14	148	Jan. 14	127 1/2	150 1/2
Lake Erie & Western	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	1,950	79 1/2	Aug. 14	148	Jan. 14	127 1/2	150 1/2
Long Island	102 1/2	103 1/2	101 1/2	103 1/2	100 1/2	102 1/2	102 1/2	200	102 1/2	Aug. 13	133 1/2	Jan. 18	23 1/2	45
Louisville & Nashville	75 1/2	75 1/2	74 1/2	74 1/2	73 1/2	73 1/2	73 1/2	114,548	98 1/2	Aug. 30	114 1/2	Jan. 18	98	120 1/2
Louisville New Albany & Chic	48 1/2	48 1/2	47 1/2	48 1/2	48 1/2	48 1/2	48 1/2	60,404	113 1/2	Aug. 13	129 1/2	May 10	123 1/2	138
Manhattan Elevated	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	925	17	Aug. 13	15 1/2	Jan. 5	10 1/2	17 1/2
Do	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	925	17	Aug. 13	15 1/2	Jan. 5	10 1/2	17 1/2
Do common	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	925	17	Aug. 13	15 1/2	Jan. 5	10 1/2	17 1/2
Manhattan Beach Co.	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	54,340	18 1/2	Aug. 13	40 1/2	Jan. 18	33 1/2	43 1/2
Memphis & Charleston	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	100	72	Aug. 13	83 1/2	Jan. 6	67	88 1/2
Michigan Central	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	19,569	10	June 11	95 1/2	Sept. 14	77	93
Milwaukee L. Sh. & Western	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	100	38	Aug. 28	48 1/2	Jan. 20	41 1/2	58 1/2
Do	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	100	38	Aug. 28	48 1/2	Jan. 20	41 1/2	58 1/2
Minnesota & St. Louis	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	1,400	13 1/2	Aug. 14	30 1/2	Jan. 18	19	36 1/2
Missouri Kansas & Texas	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	10,275	21 1/2	Aug. 15	34 1/2	Jan. 5	26 1/2	42 1/2
Missouri Pacific	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	36,870	93	Aug. 14	106 1/2	Apr. 9	86 1/2	112 1/2
Mobile Ohio	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	200	10 1/2	Aug. 13	19 1/2	Jan. 5	12	35 1/2
Morris & Essex	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	3,500	50 1/2	Aug. 13	129 1/2	Jan. 11	119 1/2	128 1/2
Nashville Chattanooga & St. L.	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	60,404	113 1/2	Aug. 13	129 1/2	May 10	123 1/2	138
New York Central & Hudson	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	925	17	Aug. 13	15 1/2	Jan. 5	10 1/2	17 1/2
New York Chic. & St. Louis	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	925	17	Aug. 13	15 1/2	Jan. 5	10 1/2	17 1/2
Do	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	925	17	Aug. 13	15 1/2	Jan. 5	10 1/2	17 1/2
New York Elevated	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	333	84	Sept. 24	89 1/2	Mar. 5	.....	.....
New York Lack. & Western	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	54,340	18 1/2	Aug. 13	40 1/2	Jan. 18	33 1/2	43 1/2
New York Lake Erie & West.	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	200	72	Aug. 13	83 1/2	Jan. 6	67	88 1/2
Do	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	200	72	Aug. 13	83 1/2	Jan. 6	67	88 1/2
New York & New England	176 1/2	176 1/2	176 1/2	176 1/2	176 1/2	176 1/2	176 1/2	58	169	Jan. 18	183	May 28	168	186
New York New Haven & Hart.	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	8,842	19 1/2	Aug. 13	29 1/2	Apr. 14	20	31 1/2
New York Ontario & Western	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	100	5	Aug. 28	85	May 10	.....	.....
New York Susq. & West. pref.	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	600	32 1/2	Aug. 14	49 1/2	Jan. 20	44 1/2	60
Norfolk & Western, pref.	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	165,379	31 1/2	Sept. 24	53 1/2	June 14	28 1/2	54 1/2
Northern Pacific	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	410,206	61 1/2	Sept. 24	93 1/2	June 14	66 1/2	100 1/2
Ohio Central	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	1,700	27	Sept. 6	36 1/2	Apr. 12	27 1/2	25 1/2
Ohio & Mississippi	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	.....	96	Feb. 16	112 1/2	June 13	90 1/2	112
Do	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	.....	96	Feb. 16	112 1/2	June 13	90 1/2	112
Ohio Southern	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	200	7	July 24	14 1/2	Apr. 24	11	23 1/2
Oregon Trans. Continental	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	367,607	100	Sept. 25	89	Jan. 19	90	98 1/2
Peoria Decatur & Evansville	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	300	12	Aug. 13	13 1/2	Jan. 19	23	39 1/2
Philadelphia & Reading	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	91,362	46 1/2	Aug. 27	61 1/2	June 15	46 1/2	67 1/2
Philadelp. Ft. Wayne & Chic.	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2	89	129 1/2	Sept. 24	138	Jan. 16	130	139
Rich. & North. & Ark. trust cts.	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	.....	5	June 27	15 1/2	Apr. 16	13	40
Richmond & Danville	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	850	21	Feb. 16	39	June 2	23	26 1/2
Richmond & West Point	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	3,650	14	Jan. 11	23	Apr. 4	17 1/2	36 1/2
Rocheater & Pittsburg	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	48	38	Jan. 23	63	Apr. 19	20 1/2	30 1/2
St. Louis Alton & Terre Haute	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	80	80	Aug. 22	100	Jan. 19	80	94 1/2
Do	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	80	80	Aug. 22	100	Jan. 19		

\* These are the prices bid and asked; no sale was made at the Board.

† Ex-privilege.

‡ Lowest price is ex-dividend.

## QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

## STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—			Louisiana—Continued—			N. Carolina—Continued—			South Carolina—		
Class A, 3 to 5, 1906	81	82	Unmatured coupon	62 1/2		No. Carolina RR. J. & J.	160		6s. At Mar. 23, 1909	3	6
Class A, 3 to 5, small	83		Michigan			Do A. & O. 1893-1900	160		6s. At Mar. 23, 1893		
Class B, 5s, 1906	99		7s, 1890	116		Do 7 coup's off. J. & J.	133		Brown consols 6s, 1893	103	104
Class C, 4s, 1906	81 1/2		Missouri			Do 7 coup's off. A. & O.	133		Tennessee—6s, old 1892-8	36	
6s, 10-20s, 1900	108		6s, due 1886	106 1/2		Funding act, 1866-1900	10		6s. new, 1892-8-1900	36	
Arkansas			6s, due 1887	107 1/2		Do 1863-1893	10		6s. new series, 1914	36	
6s, funded, 1890-1900	10	12 1/2	6s, due 1888	108		New bonds, J. & J., 92-8	16		Camp's misc. 3-4-5-6s, 1912	41	42 1/2
7s, L. Rock & Ft. S. iss.	56 1/2		6s, due 1889 or 1890	110		Do A. & O.	16		Virginia—6s, old	36	
7s, Memp. & L. Rock RR.	40		Asyl'm or Univ. due 92	112		Chatham RR	3 1/2		6s, new, 1896	36	
7s, L. R. P. B. & N. O. RR.	35		From 1894-95	117		Special tax, cl. 2, 98-9	4	6	6s, new, 1897	36	
7s, Miss. O. & R. R. RR.	35		Hannibal & St. Jo.	80	103	Do class 2	4	6	6s, consol., 2d series	50	
7s, Arkansas Cent. RR.	19	23	Do do	87	109	Do to W. N. C. RR.	4	6	6s, ex-matured coupon	41 1/2	
Connecticut—6s, 1883-4	100		New York—			Do Western RR.	4	6	6s, deferred	8	10
Georgia—6s, 1886	102		6s, gold, reg. 1887	108		Do W. & F. R. R.	4	6	District of Columbia—		
7s, new, 1886	104		6s, gold, coupon, 1887	108		Consol. 4s, 1910	78 1/2	80	3-6-5s, 1924	109	
7s, endorsed, 1886	104		6s, loan, 1891	112		Small	76		Registered	109	
7s, gold, 1890	116		6s, loan, 1892	115		Ohio	107 1/2		Funding 5s, 1890	110	
Louisiana			6s, loan, 1893	117		6s, 1886	107 1/2		Do	110	
7s, consol., 1914	70		N. Carolina—old, J. & J.	30	32 1/2	Rhode Island	116		Do registered	110	
7s, small	65		6s, old, A. & O.	30		6s, coupon, 1893-99	116				

## RAILROAD BONDS.

<b>Railroad Bonds.</b> (Stock Exchange Prices.)			<b>Del. &amp; H.—Continued—</b>			<b>Mich. Cent.—Continued—</b>			<b>Pitts. B. &amp; E.—1st, 6s, 1911</b>		<b>92</b>
A. & C. Central—1st, 6s, 1913	100		1st. ext., 7s, 1891	117		Jack. Lan. & Sag.—6s, 91	101 1/2	92 1/2	Rome W. & O.—1st, 7s, 91	107 1/2	
Alleg. Cen.—1st, 6s, 1922	100		Coup. 7s, 1894	117		Mil. & N.—1st, 6s, 1910	101 1/2	101 1/2	Cons. 1st, ex. 5s, 1922	69	67 1/2
A. & C. S. & F.—4s, 1920	100		1st. Pa. Div. 7s, 1917	124		Mil. & N. W.—1st, 6s, 1912	101 1/2		Rich. & P. B.—1st, 6s, 1912	107	
Sinking fund, 6s, 1911	94	95	1st. Pa. Div. 7s, 1917	124		Minn. & St. L.—1st, 7s, 1927	129		Rich. & A. L.—1st, 7s, 1920	7 1/2	
A. & C. Pac.—1st, 6s, 1910	110		Alb. & Susq.—1st, 7s, 1917	112		Iowa Ext.—1st, 7s, 1909	118 1/2		Rich. & Danv.—Cons. 6s, 6s	95	96 1/2
Balt. & O.—1st, 6s, 1910	110		2d, 7s, 1885	106 1/2		2d, 7s, 1891	111 1/2		Debutent 6s, 1927	8	58 1/2
Bost. Hartf. & E.—1st, 7s, 1917	110		1st. cons. 6s, 1906	113		N. & C. & A. O.—1st, 7s, 1910	111 1/2		Alb. & C. H.—1st, 6s, 1910	107	
Guaranteed	110		Reus. & Sar.—1st, coup. 1914	134 1/2		Pac. Ext.—1st, 6s, 1921	102 1/2	103	Incomes, 1900	78	
Burr. C. & P.—1st, 6s, 1910	100		1st. reg. 1921	106 1/2	110	Mo. K. & T.—Gen. 6s, 1920	80 1/2	81	Scioto Val.—1st, cons. 7s	88	
Burr. C. & P.—1st, 7s, 1910	100		Do, 1st, 1921	106 1/2	110	Cons. 7s, 1904-5-6	102 1/2	103 1/2	St. L. & Iron Mt.—1st, 7s	112	
Iowa C. & West.—1st, 7s	100		Do, 1st, 1921	106 1/2	110	Cons. 2d, income, 1910	67		St. L. & Iron Mt.—1st, 7s	112	
C. & R. P. A. & N.—1st, 6s	100		Do, 1st, 1921	106 1/2	110	Mobile & Ohio—New, 6s	105	106	Cairo & Fulton—1st, 7s	106 1/2	106 1/2
1st, 5s, 1921	100		Do, 1st, 1921	106 1/2	110	Collat. Trust, 6s, 1892	87		Cairo Ark. & T.—1st, 7s	106 1/2	
Buf. N. Y. & C.—1st, 6s, 1910	100		Do, 1st, 1921	106 1/2	110	Morgan's Tr. & T.—1st, 6s	117 1/2		Gen. Ry. & L. S.—1st, 6s, 1931	74 1/2	75
Central Iowa—1st, 7s, 99	107		Do, 1st, 1921	106 1/2	110	Nat. Ch. & C. L.—1st, 6s, 1910	117 1/2		St. L. & Alton—1st, 7s	110	
East. Div.—1st, 6s, 1912	81 1/2		Do, 1st, 1921	106 1/2	110	2d, 6s, 1901	100	102	2d, pref. 7s, 1894	110	
Char. Col. & Aug.—1st, 7s	112 1/2		Do, 1st, 1921	106 1/2	110	N. Y. Central—6s, 1887	106	107	2d, income, 7s, 1894	112	
Ches. & Ohio—Par. m. 1910	112 1/2		Do, 1st, 1921	106 1/2	110	Deb. certs. extd. 5s	130 1/2	134 1/2	Bellev. & S. Ill.—1st, 8s	106	126
6s, gold, series A, 1908	95 1/2	95 1/2	Do, 1st, 1921	106 1/2	110	1st. reg. 1903	130 1/2	131	St. P. Minn. & Man.—1st, 7s	110	111
6s, currency, 1918	49 1/2	49 1/2	Do, 1st, 1921	106 1/2	110	Huds. R. 7s, 2d, s. l. 85	104 1/2		Dakota Ext.—6s, 1910	102	102
Mortgage 6s, 1911	102 1/2		Do, 1st, 1921	106 1/2	110	Can. So.—1st, int. gar. 6s	96	96 1/2	1st. cons. 6s, 1933	102	102
Chicago & Alton—1st, 6s, 1910	110 1/2		Do, 1st, 1921	106 1/2	110	2d, 5s, 1913	130		Min's Un.—1st, 6s, 1922	102	
Sinking fund, 6s, 1903	110 1/2		Do, 1st, 1921	106 1/2	110	Honol.—1st, cons. 1910	116 1/2	117	St. P. & Dul.—1st, 5s, 1931	104 1/2	
La. & Mo. Riv.—1st, 7s	100		Do, 1st, 1921	106 1/2	110	N. Y. & E. Lev.—1st, 7s, 1906	116 1/2		So. Car. Ry.—1st, 6s, 1920	104 1/2	105
2d, 7s, 1900	117 1/2	118 1/2	Do, 1st, 1921	106 1/2	110	N. Y. & P. & O.—Pr. fr. 6s, 95	36		Tex. Cen. Ry.—1st, 6s, 1920	106 1/2	
St. L. Jack. & C.—1st, 6s, 1910	117 1/2		Do, 1st, 1921	106 1/2	110	N. Y. C. & N. E.—Gen. 6s, 1910	87	99 1/2	1st. Mort. & Bur.—Main, 6s	25	52
1st, guar. (604), 7s, 94	117 1/2		Do, 1st, 1921	106 1/2	110	Trust Co. receipts	73	73 1/2	1st. Payt. Div. 6s, 1910	10	
2d (360), 7s, 1898	117 1/2		Do, 1st, 1921	106 1/2	110	N. Y. & New Eng.—1st, 7s	79 1/2	81	1st. Term trust, 6s, 1910	33	63
2d, guar. (188), 7s, 98	117 1/2		Do, 1st, 1921	106 1/2	110	1st, 6s, 1905	79 1/2		Va. Mid.—M. inc. 6s, 1927	53	63
Miss. R. Brge.—1st, 5s, 1916	128		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Wab. St. L. & P.—Gen. 6s	70 1/2	79
C. & O.—Consol. 7s, 1908	102 1/2		Do, 1st, 1921	106 1/2	110	2d, 6s, 1923	87		Chic. Div.—6s, 1910	75	79
5s, sinking fund, 1901	91 1/2	92 1/2	Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Hav. Div.—6s, 1910	86 1/2	
5s, debentures, 1913	91 1/2	92 1/2	Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		To. P. & W.—6s, 1917	104 1/2	
Ja. Div.—S. F. 5s, 1910	102 1/2		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Iowa Div.—6s, 1921	90	
S. F. 4s, 1910	102 1/2		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Ind. Div.—6s, 1921	80	
Denver Div.—4s, 1922	85		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Wabash—M. 7s, 1909	95	
Plain 4s, 1921	84		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Chic. Div.—6s, 1910	75	79
C. R. I. & P.—6s, 1917	102 1/2		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Hav. Div.—6s, 1910	86 1/2	
Keo. & Des. M. 6s, 1908	106 1/2	106 1/2	Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		To. P. & W.—6s, 1917	104 1/2	
Central of N. J.—1st, 99	114 1/2	114 1/2	Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Iowa Div.—6s, 1921	90	
Consol. assented, 7s, 1902	103 1/2		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Ind. Div.—6s, 1921	80	
Adjustment, 7s, 1902	103 1/2		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Wabash—M. 7s, 1909	95	
Leh. & W. B.—Cons. 4s, 1910	102 1/2		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Chic. Div.—6s, 1910	75	79
Am. D. & Imp.—5s, 1921	90	90 1/2	Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Hav. Div.—6s, 1910	86 1/2	
C. & M. & P.—1st, 8s, 1910	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		To. P. & W.—6s, 1917	104 1/2	
2d, 7s, 10, P. D. 1902	121		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Iowa Div.—6s, 1921	90	
1st. Lac. Div., 7s, 1893	117 1/2		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Ind. Div.—6s, 1921	80	
1st. I. & M., 7s, 1899	117 1/2		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Wabash—M. 7s, 1909	95	
1st. I. & M., 7s, 1899	117 1/2		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Chic. Div.—6s, 1910	75	79
1st. C. & M., 1st, cons. 6s	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Hav. Div.—6s, 1910	86 1/2	
Consol. 7s, 1905	121 1/2		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		To. P. & W.—6s, 1917	104 1/2	
2d, 7s, 1884	104	105 1/2	Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Iowa Div.—6s, 1921	90	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Ind. Div.—6s, 1921	80	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Wabash—M. 7s, 1909	95	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Chic. Div.—6s, 1910	75	79
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Hav. Div.—6s, 1910	86 1/2	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		To. P. & W.—6s, 1917	104 1/2	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Iowa Div.—6s, 1921	90	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Ind. Div.—6s, 1921	80	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Wabash—M. 7s, 1909	95	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Chic. Div.—6s, 1910	75	79
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Hav. Div.—6s, 1910	86 1/2	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		To. P. & W.—6s, 1917	104 1/2	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Iowa Div.—6s, 1921	90	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Ind. Div.—6s, 1921	80	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Wabash—M. 7s, 1909	95	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Chic. Div.—6s, 1910	75	79
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Hav. Div.—6s, 1910	86 1/2	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		To. P. & W.—6s, 1917	104 1/2	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Iowa Div.—6s, 1921	90	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Ind. Div.—6s, 1921	80	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Wabash—M. 7s, 1909	95	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Chic. Div.—6s, 1910	75	79
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Hav. Div.—6s, 1910	86 1/2	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		To. P. & W.—6s, 1917	104 1/2	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Iowa Div.—6s, 1921	90	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Ind. Div.—6s, 1921	80	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Wabash—M. 7s, 1909	95	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Chic. Div.—6s, 1910	75	79
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Hav. Div.—6s, 1910	86 1/2	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		To. P. & W.—6s, 1917	104 1/2	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. & St. L.—1st, 6s, 1921	87		Iowa Div.—6s, 1921	90	
1st, 7s, 1st, 6s, 1908	120		Do, 1st, 1921	106 1/2	110	N. Y. C. &					



New York Local Securities.

Bank Stock List.				Insurance Stock List.			
				(Prices by E. S. Bailey, 7 Pine St.)			
COMPANIES.	Par.	Bid.	Ask.	COMPANIES.	Par.	Bid.	Ask.
Marked thus (*) are not National.							
America	100			American	50	140	150
Amer. Exchange	100			Amer. Exchange	100	105	111
Brooklyn	25	200		Bowery	25	150	163
Butcher's & Drov's	25			Brooklyn	25	165	175
Central	100			Brooklyn	25	165	175
Chase	100	180		Citizens	20	140	150
Chatham	25	140		City	70	115	125
Chemical	100	2010		Clinton	100	113	120
Citizens	25			Commercial	50	100	108
City	100	260		Continental	100	235	245
Commerce	100	154		Eagle	40	235	245
Continental	100	119½		Empire City	100	75	80
Corn Exchange	100			Exchange	30	90	100
East River	100	120		Farquhar	50	115	120
Eleventh Ward	25			Firemen's	17	80	85
Fifth	100			Firemen's Trust	10	60	80
Fifth Avenue	100			Franklin & Emp.	100	115	120
First	100	800		German American	100	100	105
Fourth	100	128		Germania	50	137	145
Fulton	30	120		Globe	50	110	115
Gallatin	50	168		Greenwich	25	260	290
Garfield	100			Guardian	100	60	65
German American	100	100		Howard	100	100	105
German Exchange	100	130		Hanover	50	130	135
Germania	100	130		Hoffman	50	75	82
Greenwich	25			Home	100	135	145
Hanover	100	150		Importers & Trad.	50	90	95
Imp. & Traders	100	250		Irving	100	65	70
Irving	50			Jefferson	30	125	130
Leather Manuf's	100	160	180	Kings C'y (Bkn.)	20	195	200
Manhattan	50	148	153	Knickbocker	40	75	85
Marine	100	155		Lamar	100	65	70
Market	100			Long Isl'd (Bklyn)	50	105	112
Mechanics	25	148		Lorillard	25	55	65
Mechanics & Trads	100	119		Manufac. & Build.	100	104	110
Mercantile	100	119		Mech. & Traders	25	108	115
Mercantile Exch.	50			Mechanics (Bklyn)	50	125	135
Metropolis	100			Mechanics	50	60	64
Metropolitan	100			Montauk (Bklyn.)	50	105	108
Murray Hill	100			Nassau (Bklyn.)	50	135	145
Nassau	100			National	37½	85	90
New York	100			N. Y. Equitable	35	145	160
New York County	100			N. Y. Fire	70	60	65
N. Y. Nat. Exch.	100	120		N. Y. & Boston	100	4	6
Ninth	100	130		New York City	100	5	10
North America	70	104	110	Niagara	50	130	145
North River	30			Pacific	25	105	115
Oriental	25			Pacific	25	165	170
Pacific	50	165		Park	100	108	112
Park	100	165	168	Peter Cooper	20	150	160
People's	25	145		People's	50	110	117
Phoenix	20	100	104½	Phenix	50	120	130
Produce	50			Relief	50	57	60
Republic	100	128½	130	Republie	100	89	95
St. Nicholas	100			Rutgers	25	115	120
Seventh Ward	100	99		Standard	100	105	108
Second	100	128		Star	100	55	65
Shoe & Leather	100	129		Sterling	100	50	60
State of New York	100	120		Stayesant	25	122	128
Third	100			Tradersmen	25	65	70
Tradersmen	40			United States	100	122	132
Union	50	162		Westchester	10	120	126
United States	100			Williamsburg City	50	200	220
Wall Street	50	101	104				
West Side	100						

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by GEO. H. PRENTISS & CO., Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date.	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May, '83	110	112
Citizens Gas-L. (Bklyn.)	25	1,200,000	Var's	3	July, '83	70	71
Bonds	1,000	215,000	A. & O.	3½	April, '83	105	110
Harlem	50	1,850,000	F. & A.	3	Aug., '83	108	112
Jersey City & Hoboken	20	1,500,000	J. & J.	7½	July, '83	155	165
Manhattan	50	4,000,000	J. & J.	5	Sept., '83	125	135
Metropolitan	100	2,500,000	M. & S.	3	Aug., '83	187	190
Bonds	500	750,000	F. & A.	3	Aug., '83	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	July, '83	115	119
Bonds	1,000	1,500,000	M. & N.	6	1902	104	106
Nassau (Bklyn.)	100	1,000,000	Var's	3	Sept., '83	55	60
Scrip	Var's	700,000	M. & N.	3½	May, '83		85
New York	100	4,000,000	M. & N.	5	May, '83	128	130
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	53	60
Bonds	1,000	1,575,000	M. & N.	5	Jan., '76	119	120
Bonds	Var's	125,000	Var's	3	April, '83	90	95
Central of New York	50	466,000	F. & A.	3½	Aug., '83	90	100
Williamsburg	50	1,000,000	Quar.	2	July, '83	75	
Bonds	1,000	1,000,000	A. & O.	3	April, '83	105	106
Metropolitan (Bklyn.)	1,000	1,000,000	M. & N.	6	July, '83	85	90
Municipal	100	3,000,000	5	June, '83	189	190	
Bonds	750,000	M. & N.	6	1888	106	110	
Fulton Municipal	100	3,000,000	J. & J.	6		87	91
Bonds	100	2,000,000	J. & J.	6		103	105
Equitabl	100	2,000,000				93	100

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

B'cker St. & Full. F. - Stk	1,000	900,000	J. & J.	3½	July, '83	23	26
1st mort.	1,000	934,000	J. & J.	7	July, 1900	109	112
Br'dway & 7th Av. - Stk.	1,000	2,400,000	J. & J.	2	Oct., '83	146	150
1st mort.	1,000	1,500,000	J. & J.	7	June, '83	102	103
Brooklyn City - Stock	1,000	2,000,000	Q. - F.	3½	Aug., '83	214	220
1st mort.	1,000	300,000	M. & N.	6		102	110
Br'dway Bklyn. - Stock	1,000	200,000	Q. - J.	3	Oct., '83	190	200
Bklyn. Crosstown - Stock	1,000	1,000,000	Q. - J.	2	Oct., '83	103	110
1st mort. bonds	1,000	300,000	Q. - J.	7	1888	105	112
Bushw'kav. (Bklyn.) - Stk	100	500,000	J. & J.	2½	Oct., '83	150	
Cent. Pk. N. & E. Riv. - Stk	100	1,800,000	Q. - J.	2	Oct., '83	144	147
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	117	119
Christ'ph'r & 10th St. - Stk	100	650,000	J. & J.	2½	Aug., '83	109	115
Bonds	1,000	250,000	J. & J.	7	1898	106	
Dry Dk. E. & B. & York - Stk	100	1,200,000	Q. - F.	4	Aug., '83	257½	262½
1st mort. consol.	500 & c.	900,000	J. & D.	7	June, '83	114	117
Elighth Av. - Stock	1,000	1,500,000	Q. - J.	3	Oct., '83	103	
1st mort.	1,000	650,000	J. & J.	7	June, '84	100	110
42d & Gr'd St. F'y - Stk	1,000	748,000	M. & N.	6	May, '83	240	
1st mort.	1,000	236,000	A. & O.	7	April, '83	110	115
Central Crosstown - Stk	1,000	600,000	Q. - F.	3	July, '83	105	
1st mort.	1,000	250,000	M. & N.	6	Nov. 1922	106	109
Houset. W. St. & F'y - Stk	100	250,000	Q. - F.	4	Aug., '83	257½	262½
1st mort.	500	500,000	J. & J.	7	July, '84	110	112½
Second Av. - Stock	1,000	1,396,500	J. & J.	5	July, '83	205	212
3d mort.	1,000	1,000,000	Q. - J.	3	April, '83	103	
Consol.	1,000	1,050,000	M. & N.	7	Nov., '88	107	108½
Sixth Av. - Stock	1,000	750,000	M. & N.	5	May, '83	240	250
1st mort.	1,000	600,000	J. & J.	7	July, '80	110	115
Third Av. - Stock	1,000	2,000,000	Q. - F.	3	Aug., '83	275	281
1st mort.	1,000	2,000,000	J. & J.	7	Jan., '90	110	113
Twenty-third St. - Stock	1,000	600,000	F. & A.	4	Aug., '83	155	160
1st mort.	1,000	250,000	M. & N.	7	May, '83	110	113

\* This column shows last dividend on stocks, but date of maturity of bonds.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
BOSTON.							
Atch. & Topeka—1st, 7s.	119			Earl. Pitts. & W.—Gen. 6s			
Land grant, 7s.	113			Cam. & Ambrov. 6s, c., '89			
Atlantic & Pacific—6s	25½	26		Mort. 6s, 1889		110½	
Income				Cam. & Atl.—1st, 7s, g., '93		118	
Boston & Maine—7s				2d, 6s, 1904			112
Boston & Albany—7s				Cons. 6 p. c.			
6s				Cam. & Burl. Co.—6s, '97			
Boston & Lowell—7s				Catawissa—1st, 7s, con. c.			
6s				Chat. Mt., 10s, 1888			
Boston & Providence—7s				New 7s, reg. & coup.		120	
Burl. & Mo.—Ld. gr. 7s.	116			Chart's V.—1st, 7s, 1901			
Nebraska, 6s.	110			Connect'g 6s, cp., 1900-04			
Nebraska, 4s.	102½			Cor. Conank Ant. deb. 6s			
Conn. & Passumpsic—7s.				Delaware—6s, reg. & cp. Y.		123½	124½
Connotton Valley—6s	26			Del. & Bound Br.—1st, 7s			
California Southern—6s				East Penn.—1st, 7s, 1888			
East'n. Mass.—6s, new	111½	112		Easton & Amb'y—5s, 1920		116	118
Fort Scott & Gulf—7s	103	112		El & Wausp't—1st, 6s, 1910		99	99½
K. City Lawr. & So., 5s	78	80		5s, perpetual			
K. City St. Jo. & C. B.—7s	61	61½		Harrisburg—1st, 6s, 1883			
Little R. & Ft. S.—7s, 1st	71	78		H & B T.—1st, 7s, g., 1890		114	116
Mexican Central—7s	103	103½		Cons. 5s, 1895		88	90
N. Y. & N. England—6s	103			Itasca & Athl.—1st, g'd, 7s			
N. Mexico & So. Pac.—7s	114½			Junction—1st, 6s, 1882			
Oregon Short Line—6s	96			2d, 6s, 1900			
Ogish & L.Ch.—Con. 6s				Leh. V.—1st, 6s, C. & R., '98			
Old Colony—7s				2d, 7s, reg. 1910			
6s				Cons. 6s, C. & R., 1923		122	130
Phon. & Ark. Val.—7s.	114			N. O. Pac.—1st, 6s, 1920		81½	86
Rentland—6s, 1st	94			No. Penn.—1st, 6s, cp., '85		103	104
Sonoma—7s	101½			2d, 7s, cp. 1896		119½	
T. Cinn. & St. L.—1st, 6s				Gen. 7s, reg. & 1903		119½	
Income				Gen. 7s, cp. 1903			
Dayton Division				Delaware 6s, reg.			
Main line				Norfolk & West.—Gen. 6s			
Atchison & Topeka	84½	84½		Oil City & Chic.—1st, 6s		105	
Boston & Albany	81			Pennsylv.—Gen. 6s, reg.		123	
Boston & Lowell	108			Gen. 6s, cp. 1910		116	122
Boston & Maine	162½			Cons. 6s, reg. 1905			
Boston & Providence	163			Cons. 5s, reg. 1919			
Cheshire, preferred	60	62		Pa. & N. Y. C.—7s, 1896		123	120
Chic. & N. W. Mich.	40	49½		7, 1906			
Cinn. Sandusky & Cleve.	15	20		Phil. & Erie—1st, 6s, cp., '87		111	103½
Concord	105			Cons. 6s, 1920		102	102½
Connecticut River				Phil. & R.—1st, 6s, 1910			
Conn. & Passumpsic	119			2d, 7s, coup., 1893		118½	120
Connotton Valley—6s	26			Cons. 7s, reg. 1911		124	125½
Eastern, Mass.	41	42		Cons. 6s, g., 1911			
Eastern, New Hampsh.				Imp. 6s, g., coup. 1897			
Flintburg	27½	27½		Gen. 6s, g., coup. 1908		94	94½
Flint—Pere Marquette	101½	101½		Gen. 7s, coup., 1908		91	92
Preferred				Imp. 6s, g., coup. 1896		61	92
Fort Scott & Gulf—Pref.				Cons. 5s, 1st ser., c. 1922			
Common	62½	75		Cons. 5s, 2d ser., c. 1933		89	90
Town & Hills & Sion, City	26	30		Conv. Ad. Scrip., 85-88			
Little Rock & Ft. Smith				Cons. 6s, coup. 1904			
Maine Central				Deb. coup. off. 1893			
Manchester & Lawrence.	35½	37		Scrip., 1882			106
Manchester & Onton.				Conv. 7s, R. 1883			
Preferred				Cons. 7s, coup. off. 1893			
Nashua & Lowell	22½	23		Cons. 7s, coup. off. Jan., '85			
N. Y. & New England	152			Phil. Wtl. & Balt.—4s, tr. c.		93	93½
Northern & N. Hampsh.	137			Pitts. & St. L.—7s, reg.		92	
Norwich & Worcester	132			Phil. Titus & R.—7s, cp.			
Ogish & L. Champlain	137½			Shannon & W. 1908			
Old Colony	137			Sunbury & Erie—1st, 7s.			
Portland Saco & Portland	15			Sunb. Haz. & W.—1st, 5s			
Rutland—Preferred	15			2d, 6s, 1898			
Revere Beach & Lynn	11½	11½		3d, 7s, Cor. 1st, 7s			
Rt. Cinn. & St. Louis	133			Union & Titus—1st, 7s.			
Verm't & Massachusetts	16½	17		United N. Y.—Cons. 6s, '94			
Worcester & N. Onton.				Cons. 6s, gold, 1901			
Wisconsin Central				Cons. 6s, gold, 1908			
Preferred				Gen. 10s, old, 1923		96	
PHILADELPHIA.							
RAILROAD STOCKS.							
Atchison & Topeka	124½	124½		Warren & F.—1st, 7s, '96		114	
Buffalo N.Y. & Phil.	124½	124½		West Chester—Cons. 7s.		115	
Preferred				Jersey—1st, 6s, cp., '96			
Canden & Atlantic.	25			1st, 7s, 1899		113½	
Catawissa	24	24		Cons. 6s, 1900			
1st preferred.	57			W. Jersey & Atl.—1st, 6s, C.		108	
2d preferred.	57			Western Penn.—6s, coup.		107	103½
Delaware & Bound Brook	51			Gen. 7s, coup. 1901			
Delaware & Chesapeake	51			CANAL BONDS.			
Delaware & Maryland	51			Ches. & Del.—1st, 6s, 1886		74	75
Delaware & Potomac	51			Lehigh & N. York—1st, 7s		101½	
Delaware & Pennsylvania	51			Mort. R.R. reg. 1897		115	115
Delaware & Washington	51			Cons. 7s, reg. 1911		120½	121
Delaware & York	51			Greenwald Tr. 7s, 1911			
Delaware & Chesapeake	51			Morris & Con. 1st, 7s, '85			
Delaware & Potomac	51			Pennsylv.—6s, cp., 1910		85	
Delaware & Maryland	51			Schuylik. Nav.—1st, 6s, reg.		107	
Delaware & Washington	51			W. Md., 6s, reg. 1907		90½	
Delaware & York	51			BALTIMORE.			
Delaware & Chesapeake	51			RAILROAD STOCKS.			
Delaware & Potomac	51			Baltimore & Ohio	192½		
Delaware & Maryland	51			2d pref.	125		
Delaware & Washington	51			Parkersburg Br.	50		126
Delaware & York	51			Northern Central	55½		84
Delaware & Chesapeake	51			Ches. & Del. Mar. 1903	14		17
Delaware & Potomac	51			Central Ohio—Con.	51½		52
Delaware & Maryland	51			Pittsburg & Connellsville	50		
Delaware & Washington	51			Pitt. & R.R. Co. 1st, 6s, 1885			
Delaware & York	51			Atlanta & Charl.—1st.			
Delaware & Chesapeake	51			Inc.		80	
Delaware & Potomac	51			Balt. & Ohio—6s, '85, A. & O.		105½	
Delaware & Maryland	51			Charl. Col. & Aug., 1st.			
Delaware & Washington	51			Columbia & Green—1st.		98	100
Delaware & York	51			2d.			81½
Delaware & Chesapeake	51			N. W. Va.—3d, guar. J. & J.			
Delaware & Potomac	51			Pitts. & Connellsville	123½		
Delaware & Maryland	51			No. Central—6s, '85, J. & J.		103½	
Delaware & Washington	51			6s, 1900, A. & O.			120½
Delaware & York	51			6s, gold, 1900, J. & J.		116	117½
Delaware & Chesapeake	51			Gen. Ohio—6s, 1st, M. & S.		100	
Delaware & Potomac	51			2d, 6s, 1st, 6s, J. & J.		113	
Delaware & Maryland	51			1st, 1890, J. & J.			
Delaware & Washington	51			2d, guar. J. & J.			
Delaware & York	51			2d, pref.		111	
Delaware & Chesapeake	51			2d, guar. by W. Co. J. & J.			
Delaware & Potomac	51			6s, 3d, guar. J. & J.			
Delaware & Maryland	51			Mar. & Cinn.—7s, '91, F. & A.		140	
Delaware & Washington	51			8s, 3d, J. & J.			
Delaware & York	51			Union R.R.—1st, gua. J. & J.			
Delaware & Chesapeake	51			Canton endorsed			
Delaware & Potomac	51			Virginia & Tenn.—6s		101	
Delaware & Maryland	51			Wilm. C. & Aug.—6s			
Delaware & Washington	51			Wtl. & Weldon—Gold, 7s.		118	
Delaware & York	51						

## RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below.

Roads.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.
Ala. Gt. Southern	August.....	\$ 90,219	\$ 73,794	\$ 637,823
Arch. Ton. & S. Fe	July.....	1,167,987	1,117,063	7,842,029
Buff. N. Y. & Phil.	August.....	265,900	222,763	7,934,352
Bur. Ced. R. & D.	2d wk Sept	62,601	60,092	1,839,360
Canada'n Pacific	2d wk Sept	128,000	69,000	3,708,462
Central of Ga.	July.....	171,800	165,914	1,594,300
Central Iowa.	August.....	120,333	97,550	799,130
Central Pacific.	August.....	2,282,000	2,350,557	15,850,125
Chesap. & Ohio.	2 wks Sept	167,297	139,717	2,681,478
Chicago & Alton	3d wk Sept	225,852	214,004	6,074,586
Chic. Bur. & Q.	July.....	1,824,705	1,629,408	13,220,908
Chic. & East. Ill.	3d wk Sept	36,698	45,731	1,185,997
Chic. & Gr. Trunk	Wk Sept.	63,567	47,390	1,987,209
Chic. Mil. & St. P.	3d wk Sept	531,000	438,041	15,917,000
Chic. & Northw.	3d wk Sept	606,000	566,900	17,251,615
Ch. St. P. Min. & O.	3d wk Sept	122,400	119,700	3,609,969
Chic. & W. Mich.	3d wk Sept	32,660	27,464	1,084,328
Cin. Ind. St. L. & C.	1st wk Sept	11,752	10,071	209,740
Cincinnati South	August.....	241,133	223,334	1,625,565
Cin. Wash. & Balt.	4th wk Aug	62,363	76,670	1,178,072
Clev. Akron & Col.	3d wk Sept	11,836	12,454	385,647
Connotton Val.	August.....	40,498	29,128	.....
Danbury & Nor.	July.....	22,648	19,974	120,450
Den. & Rio Gr.	3d wk Sept	137,400	139,700	4,597,600
Den. & R. G. W.	3d wk Sept	25,900	25,900	553,000
Des. Mo. & N. W.	1st wk Sept	11,919	11,000	209,740
Det. Lan. & N. W.	2d wk Sept	34,401	29,094	1,032,712
Dub. & Sioux C.	1st wk Sept	22,223	25,781	694,830
Eastern	August.....	428,342	398,739	2,400,736
E. Tenn. Va. & Ga.	3 wks Sept	265,126	210,490	2,775,764
Eliz. Lex. & B. S.	2 wks Sept	33,951	22,802	485,317
Evansv. & T. H.	3d wk Sept	17,308	21,435	529,487
Flint & P. Mich.	3d wk Sept	51,935	42,271	1,790,155
Flor. Cent. & W.	2d wk Sept	17,752	20,716	230,927
Flor. Tr. & Pen.	1st wk Sept	9,703	8,459	323,830
Fr. W. & Denver	3d wk Sept	9,800	.....	.....
Grand Trunk.	Wk Sept.	379,571	368,165	.....
Gr. Bay W. & St. P.	2d wk Sept	7,012	8,666	263,928
Gr. Col. & San. Fe	1st wk Sept	45,624	33,535	1,539,899
Hannibal St. L.	3d wk Sept	58,673	57,064	1,539,899
Hous. E. & W. Tex.	August.....	30,321	25,543	199,933
Illinois Cen. (Ill.)	3d wk Sept	19,500	169,271	4,711,312
Do (Iowa)	3d wk Sept	45,900	47,144	1,392,634
Do So. Div.	3d wk Sept	89,700	70,972	2,650,860
Ind. Bloom. & W.	3d wk Sept	68,957	67,492	2,146,218
K. C. Ft. S. & G.	1st wk Sept	35,412	33,005	1,231,838
K. C. Law. & S.	July.....	157,723	137,440	892,674
L. Erie & West'n.	3d wk Sept	32,366	35,138	311,170
L. R. & F. Smith	August.....	30,620	34,619	311,170
L. R. & M. Riv. & T.	August.....	25,013	21,641	229,757
Long Island.	3d wk Sept	66,581	62,851	2,066,240
La. & Mo. River.	June.....	50,980	34,592	301,300
Louisv. & Nashv.	3d wk Sept	314,700	255,195	9,647,683
Mar. Hough. & O.	2d wk Sept	25,168	36,626	627,953
Map. & Clair.	2 wks Sept	50,931	42,109	860,528
Mexican Cen.	2d wk Sept	27,136	.....	1,101,118
Do No. Div.	2d wk Sept	6,586	.....	138,385
Mexican Nat'l.	4th wk Aug	17,356	.....	495,123
Mil. L. Sh. & West.	3d wk Sept	23,035	18,985	707,390
Min. & St. Louis	June.....	142,293	128,875	785,749
Missouri Pacific.	3d wk Sept	211,940	161,726	6,009,911
Central Br. Ch.	3d wk Sept	29,858	24,040	1,020,926
Int. & Gt. N. W.	3d wk Sept	90,027	96,332	2,565,632
Mo. Kan. & T.	3d wk Sept	175,326	158,818	4,183,566
St. L. R. M. & S.	3d wk Sept	177,561	167,219	5,310,509
Tex. & Pacific.	3d wk Sept	123,230	110,014	4,278,446
Whole System	3d wk Sept	808,144	703,416	24,847,643
Mobile & Ohio.	August.....	157,950	137,475	1,258,605
Nash. Ch. & St. L.	August.....	216,658	189,787	1,511,115
N. Y. L. & E. N. Y.	June.....	2,057,547	1,756,654	10,167,648
N. Y. & N. Eng'd.	3d wk Sept	37,223	34,619	1,135,109
N. Y. Susq. & W.	August.....	105,739	68,321	4,474,419
Norfolk & West.	17dys Sept	133,166	110,536	1,823,499
Shenandoah V.	20dys Sept	58,726	37,843	.....
Northern Cen.	August.....	587,272	625,970	4,006,410
Northern Pacific	3d wk Sept	300,600	178,000	6,094,304
Ogdenb. & L. Ch.	July.....	61,900	60,400	.....
Ohio Central.	2d wk Sept	17,323	28,116	761,770
Ohio Southern.	3d wk Sept	10,462	10,433	292,646
Oregon & Cal.	June.....	79,573	.....	436,212
Oregon Imp. Co.	July.....	403,796	260,115	2,221,415
Oregon R. & N. Co.	August.....	496,590	493,932	3,286,001
Pennsylvania	August.....	4,775,380	4,671,179	33,258,909
Peo. Dec. & Eve.	2d wk Sept	18,404	16,360	492,398
Philad. & Erie	August.....	3,338,033	3,300,329	2,522,699
Phila. & Read.	August.....	1,866,105	1,873,993	13,535,948
Do C. & Iron	August.....	186,000	150,900	2,549,082
Richm. & Danv.	3d wk Sept	114,210	110,290	532,273
Ch'l Col. & Aug.	3d wk Sept	115,650	99,208	481,336
Columb. & Gr.	3d wk Sept	129,027	119,468	1,132,519
Va. Midland.	3d wk Sept	17,692	11,997	229,536
West No. Chr.	3d wk Sept	17,394	7,528	.....
Roch. & Pittsb'g	3d wk Sept	141,507	142,577	.....
Rome Wat. & O.	July.....	31,107	30,293	941,345
St. L. Alt. & T. H.	2d wk Sept	19,230	18,873	553,507
Do (Brchs).	2d wk Sept	8,969	8,637	267,581
St. L. & San Fran	3d wk Sept	81,067	66,381	2,596,134
St. Paul & Dul.	3d wk Sept	193,212	191,791	5,672,901
St. P. Minn. & M.	3d wk Sept	194,864	194,864	437,462
So. Pac. Cal. N. P.	May.....	382,875	354,156	1,492,457
Do So. Div.	May.....	244,802	256,581	1,047,250
Do Arizona.	May.....	77,785	95,331	328,197
Do N. Mex.	May.....	47,526	45,462	289,944
Scioto Valley.	August.....	85,554	79,822	794,163
South Carolina	June.....	.....	.....	80,973
Tol. An. Ar. & G. T.	June.....	2,652,000	2,777,000	18,632,766
Tol. Cin. & St. L.	August.....	93,586	120,577	579,278
Union Pacific.	August.....	32,204	27,571	294,490
Utah Central.	August.....	402,043	385,548	11,626,162
Vicksb'g & Mer.	August.....	178,147	164,888	656,000
Wab. St. L. & P.	3d wk Sept	27,356	.....	969,206
West Jersey.	July.....	.....	.....	.....
Wisconsin Cent.	2d wk Sept	.....	.....	.....

\* Since June 1st in 1883 includes earnings of Cent. RR. of New Jersey.

† Freight earnings. ‡ Included in Central Pacific earnings above.

§ Includes Maine Cent. dividend of \$54,345 in 1883 and \$36,230 in 1882.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 22:

Banks.	Capital.	Loans and discounts.	Average amount of—			Circulation.
			Specie.	Legal Tenders.	Net dep'ts other than U. S.	
New York.....	2,000,000	16,247,000	1,750,600	645,000	9,603,000	\$ 465,000
Manhattan Co.	2,050,000	6,919,000	1,040,000	382,000	5,530,000	.....
Merchants'.....	2,000,000	6,038,900	1,394,500	673,800	3,861,600	330,300
Mechanics'.....	2,000,000	8,455,000	544,000	1,009,000	7,076,000	.....
Union.....	1,200,000	4,273,000	594,700	147,700	3,178,800	.....
Bankers' Tr. Co.	3,000,000	10,759,300	1,827,000	370,000	8,562,300	1,100
Phoenix.....	1,000,000	3,371,000	639,000	207,000	3,137,000	206,000
City.....	1,000,000	7,308,700	1,535,200	532,000	6,288,700	.....
Trademen's.....	1,000,000	3,128,900	407,300	67,500	2,648,100	704,700
Chemical Bank	1,000,000	3,578,700	383,300	101,000	3,196,800	.....
Merchants' Ex.	1,000,000	3,394,100	233,800	414,400	2,802,000	.....
Gallatin Nat.	1,000,000	5,150,900	579,000	143,700	3,921,100	774,200
Bankers' & Dr.	300,000	1,812,000	422,000	68,700	1,680,200	244,900
Mechanics' & Tr.	200,000	1,002,000	224,000	80,000	1,112,000	45,000
Greenwich.....	200,000	1,035,900	203,000	145,000	989,900	.....
Leather Man's	600,000	3,219,300	187,300	420,700	2,410,400	531,400
Seventh Ward	800,000	1,093,500	284,500	94,000	1,170,400	16,400
State of N. Y.	800,000	3,084,900	307,100	200,100	3,551,200	.....
American Exch.	5,000,000	13,542,000	1,878,900	1,509,000	11,244,000	.....
Commerce.....	5,000,000	16,670,400	3,782,400	1,922,100	12,731,700	911,500
Brooklyn & Tr.	1,000,000	5,564,100	830,000	344,000	4,084,200	900,000
Mercantile.....	1,000,000	6,773,900	1,016,700	707,200	6,879,000	.....
Pacific.....	422,700	2,103,300	323,500	183,100	2,324,900	649,000
Shawmut & Tr.	1,500,000	4,606,000	129,400	329,400	3,600,000	180,000
Chatham.....	450,000	3,767,900	634,100	321,000	4,170,500	45,000
People's.....	200,000	1,569,800	133,800	122,500	1,777,200	2,000
North America.	700,000	2,630,000	116,200	34,200	2,836,600	.....
Hanover.....	1,000,000	9,329,900	1,853,300	1,014,300	10,541,300	90,000
Irving.....	500,000	2,887,600	532,900	506,400	2,909,000	1,200,000
Metropolitan.....	3,000,000	12,003,000	1,938,000	427,000	8,930,000	2,179,000
Citizens'.....	600,000	2,504,400	341,000	211,800	2,563,600	268,000
Brooklyn & Tr.	137,000	2,434,000	137,000	109,300	2,653,500	.....
Market.....	500,000	2,883,500	503,500	124,400	2,403,400	441,000
St. Nicholas.....	500,000	1,172,000	228,500	42,200	1,773,800	.....
Shoe & Leather.	500,000	2,455,000	581,000	2,000	2,981,000	450,000
East River.....	1,000,000	4,387,400	672,000	1,014,300	4,000,000	.....
Continental.....	1,000,000	5,838,100	1,370,200	318,400	6,327,200	450,000
Oriental.....	300,000	2,136,000	118,200	28,800	1,930,000	.....
Marine.....	400,000	3,449,000	800,000	255,000	1,125,000	270,000
Bankers' Tr. Co.	1,200,000	7,481,000	1,200,000	1,024,800	1,329,500	1,200,000
Park.....	2,000,000	17,011,800	3,362,400	1,024,800	21,805,800	45,000
Wall St. Nat.	500,000	1,733,200	277,500	81,400	1,884,900	.....
North River.....	100,000	1,875,000	210,000	21,000	1,512,000	.....
East River.....	250,000	1,145,700	163,600	100,800	943,700	221,000
Fourth Nat'l.	3,000,000	16,935,000	1,099,000	3,287,500	17,610,000	360,000
Central Nat'l.	2,000,000	7,551,000	92,000	1,068,000	8,415,000	207,000
Second Nat'l.	700,000	3,800,000	719,000	370,000	4,088,000	.....
Ninth National.	750,000	5,321,000	674,000	380,000	5,027,000	600,000
First National.	500,000	4,738,700	2,846,900	581,700	14,783,200	204,000
Third National.	1,000,000	5,078,100	1,238,000	419,800	5,432,400	.....
N. Y. Nat. Exch.	100,000	1,380,000	1,400,000	1,400,000	270,000	.....
Bankers' Tr. Co.	250,000	1,068,400	273,000	181,000	1,802,200	225,000
N. York County.	200,000	1,840,000	410,000	135,000	2,185,000	.....
German Am'n.	75,000	2,481,400	405,800	60,300	2,187,000	.....
Shawmut & Tr.	100,000	2,434,000	137,000	109,300	2,653,500	45,000
Fifth Avenue.	100,000	2,073,800	411,500	111,500	2,144,800	.....
German Exch.	200,000	1,850,000	60,000	293,000	2,131,800	.....
Germania.....	200,000	1,841,700	66,300	338,800	2,253,500	.....
Lincoln Nat.	300,000	1,753,700	308,100	14,400	2,035,000	45,000
Garfield Nat.	200,000	793,500	51,000	105,400	922,200	180,000
Total.....	61,192,700	331,701,900	53,360,300	26,050,400	318,013,000	15,408,300



## Investments

AND

## RAILROAD INTELLIGENCE.

**THE CALL FOR NET EARNINGS.**—The subject of railroad reports to be made at stated periods has again been brought up in a practical shape for discussion by the action of the Railroad Commissioners in this State. It is hardly good policy for the railroad officers to assume an autocratic position in regard to corporation management, and claim that the State can do nothing to regulate their affairs. It is rather their policy to distinguish between good and bad measures; between fair and unfair legislation; so that when they make a stand on any point the respectable part of the community and of the Legislature will be with them. When a selfish policy induced the western grangers to legislate against the railroads in their districts, and compel them to make rates which would drive them to insolvency, rational men saw the injustice of it, and a public outcry was raised against such unreasonable legislation. But in regard to reports the case is precisely the other way, and nine out of ten of the reasonable business men of the community feel that the railroad companies ought to make reports monthly, or at least quarterly, of their gross and net earnings, and at stated periods of their financial condition. The argument that to do so might create a panic is the weakest for the companies that could possibly be made, and can hardly be considered in any other light than as a lawyer's joke, since it is obvious that there is no one thing which would do more to prevent panics in particular stocks than full, frequent and timely information as to the affairs of their companies.

The railroad officers should also consider what class of people now calls for the reports of earnings and finances. It is not the farmers, grangers, cattle raisers, &c., but the members of the Stock Exchanges, who are both personally and for their customers, the representatives of great wealth, of conservative ideas and of practical views about all matters of business. The Stock Exchange ought, indeed, to take up the matter itself on this favorable opportunity, and by the employment of able counsel press it now to the utmost, until the reports are obtained under the existing law, or until a new law is procured under which the reports can be obtained.

As a matter of fact, the whole business of stock speculation, in the absence of any definite knowledge about the companies, is a game of the insiders against the outsiders—the selling or buying of a commodity by parties who know what they are handling, to or from other parties who know nothing about it. Take any stock to-day as an example; take the most active speculative stock of the list among the dividend payers—Lake Shore & Michigan Southern. What do outsiders know about the present financial condition of this company? Since its alliance with the Nickel-plate in the latter part of 1882 the company is occupying an altogether new position; its direct liabilities are increased about \$450,000 per year for interest on the bonds issued to acquire that road, but more important than this is the question of paying interest on the \$29,000,000 of bonds of the new road, amounting to some \$1,750,000 per year. There are also two new lines now running east from Chicago, not operated in 1882, which must divert a certain share of the traffic from old roads. On the other hand, let it be supposed that the acquisition of Nickel-plate has been a bonanza—profitable far beyond expectations—and that the income from this property is likely to make Lake Shore stock worth 150. In either case the argument is the same; the position of the company is entirely changed; the outside stockholders of the company know nothing of its financial condition since Dec. 31, 1882; and will know nothing again till May, 1884, when they will get the annual report for 1883. In the meantime those having inside knowledge will have every inducement to uphold or depress the stock, according as they desire to unload or to increase their holdings.

Lake Shore is merely taken as an example; there is nothing peculiar in its case, and three-quarters of the stocks on the List are relatively in a like position. Is it reasonable that where such immense moneyed interests are at stake as are daily involved in the Stock Exchange transactions, this old method of light on one side and darkness on the other should be longer continued?

If any effort is to be made for reports of earnings, let it be

for both gross and net earnings. The returns of gross earnings are too often delusive, and frequently they are worse than no reports at all, since the operating expenses vary so widely as to change the net results. At the present time in 1883 there is no point connected with the reports of railroad earnings of greater interest than the question as to what the operating expenses for the year will turn out to be.

In all discussions upon this subject it should be understood that the requirements of the law shall be made such as to time and minor details as the railroad companies can fairly comply with. Upon this point the following communication from an officer of a prominent company is quite pertinent:

"Permit me to call your attention to an important distinction which appears to have been entirely overlooked by the writer of the article in your issue of Sept. 22, as bearing upon the time required for furnishing reports which include a general balance sheet. While it is quite true that monthly statements of the total earnings can be furnished without any difficulty, even on large roads, within six weeks, provided a proper method is adopted for estimating business from other roads whose reports are delayed, the completion of the general balance sheet is a very different matter. The total earnings and expenses can be, and on most roads usually are, correctly ascertained from the reports of agents and others some days before the necessary entries are made in the appropriate books; but a general balance sheet, especially if it has to be sworn to, can only be made up after the whole months' business has been entered up and posted to the various accounts, and the same exactly balanced.

There is a vast amount of labor required in this latter class of work, and it does not admit of being divided up among a number of clerks like the making up of the earnings and expenses.

"After many years' experience with some of the largest roads, I have no hesitation in saying that for roads having a large mileage and a complicated system, six weeks is not a sufficient allowance for the rendering of reports with a sworn balance sheet, and that two months would be only a moderate and reasonable allowance."

## ANNUAL REPORTS.

## Cincinnati Indianapolis St. Louis &amp; Chicago Railway.

(For the year ending June 30, 1883.)

The President, Mr. M. E. Ingalls, remarks in his annual report that at the date of writing the last report "the rebuilding of the road between Lawrenceburg Junction and Sunmans was in progress. It had been so badly damaged by successive floods that it was found, as the work proceeded, to be much more of a task than was anticipated." \* \* \* "The estimated cost of this work, less old material, and not charging for transportation of materials over our own line, was \$29,689, of which \$136,125 was charged to construction and the balance to expenses. In doing this work, and hauling the material for same, there was much delay to the regular traffic of the road, in consequence of which much of the legitimate business of the company was, for a time, diverted to other lines." \* \* \* In March, April May and June "the earnings steadily increased, so that for the entire year the gross receipts from traffic were \$2,541,779, against \$2,463,696 for the previous year. The increase came chiefly from new traffic thrown on our line by the opening of the Vernon Greensburg & Rushville and Kankakee & Seneca roads, and from increase of miscellaneous business from local stations. We suffered a large decrease in earnings from the breakage of the line by floods, and in the light shipments of corn, occasioned by the short crops of 1881 and 1882 on our own line and connections, and the abundant crop of the same in the South; both causes working against our line." \* \* \*

"The operating expenses for the year were \$1,591,490; included in this amount is the item of \$99,709 for repairs of bridges, and \$277,361 for repairs of track, including rails and ties; of these two items it is estimated that \$130,000 is due to extraordinary expenses caused by floods." \* \* \* "The net earnings, after paying these extraordinary expenses, were \$950,289; deducting extraordinary expenses they would have been \$1,080,000. This is the income from traffic alone, and does not include receipts from the new passenger station in Cincinnati, the grain elevator, coal elevator, the Kankakee & Seneca RR, or any rental from lands." \* \* \* "The profit and loss account, after being charged with four and one-half (4½) per cent dividends, accrued bond interest, and sundry balances, shows a gain during the year of \$35,151, leaving a credit balance of \$353,644, which is the amount that has been invested in branch roads and improvements that are not represented on the books of the company by bonds or stock." \* \* \*

"The passenger station at Cincinnati is finished, and is being used by the Cincinnati Washington & Baltimore Railway, the Ohio & Mississippi Railway, the Cleveland Columbus Cincinnati & Indianapolis Railway, and our own company. The office building is well under way, and will be completed during the year. The estimated cost of finishing is \$201,500, of which \$100,000 is due the company from various companies and individuals, and \$101,500 must be provided from current receipts. The pools existing with other lines between Cincinnati, Indianapolis and Chicago have been ended, and agreements for the maintenance of rates substituted, which are working satisfactorily." \* \* \*

"The management deeply regret the necessity of passing the July dividend. The unforeseen casualties of the past year necessitating the enormous outlay for extraordinary repairs and expenses, together with the consequent loss of business, have largely cut down the net earnings, and your directors thought it wise and for the best interests of your property to pass the dividend. As will be seen by the Treasurer's statement, the full 6 per cent dividend could not be paid without calling upon the surplus of the previous year, and your directors were

unwilling to do this, especially as that surplus was invested in fixed plant and the company besides was owing money which must be provided for. The fixed charges during the year were: For interest on bonds, \$621,158, and for taxes, \$52,314; a total of \$673,472, to be provided for before dividends could be declared on the capital stock. The fixed charges for the coming year will be about the same. The financial condition of the company at the close of the year was as follows:

Liability as indorser for advances made to branch lines	\$265,518
For equipment purchased (notes)	144,637
For coal on hand (notes)	41,276
Outstanding notes for borrowed money	217,914

Total.....\$699,347

\* This item does not appear on the books as a liability. The notes have been discounted by this company and credit given the different railroad companies, thereby reducing the amount of debt due from them.

"The company holds and is entitled to receive for advances to branch lines in addition to certain stocks and second mortgage bonds, \$260,000 first mortgage bonds which it should sell; as they are a first-class security, they should bring par. This would reduce the indebtedness to \$439,347.

"The above does not include the indebtedness stated in Treasurer's balance sheet for supplies and current expenses, since paid out of July receipts. The equipment and coal notes, extending over considerable time, can be easily provided for out of the earnings, as also the amount required from time to time to complete the new passenger station. This would leave a balance of indebtedness to be provided for of \$253,433. Whether all dividends shall be discontinued until this debt is extinguished, or smaller dividends declared and the debt partially liquidated and the balance carried for a time, is a matter which the directors have not yet considered, thinking it best to wait until the crops were assured and the condition of the money market in the fall developed."

The comparative statistics and general balance for four years, together with the income account for three years, are made up for the CHRONICLE as follows:

ROAD AND EQUIPMENT.				
	1879-80.	1880-81.	1881-82.	1882-83.
Miles operated.....	300	297	362	362
Locomotives.....	60	63	71	75
Pass. mail & exp. cars.....	66	77	75	85
Freight & other cars.....	1,864	2,675	3,217	3,134
OPERATIONS AND FISCAL RESULTS.				
	1879-80.	1880-81.	1881-82.	1882-83.
<b>Operations—</b>				
Passengers carried.....	739,465	759,332	883,533	918,927
Passenger mileage.....	27,839,001	29,879,396	34,845,935	35,997,821
Rate p. pass. p. mile.....	2.63 cts.	2.62 cts.	2.37 cts.	2.38 cts.
Freight (tons) moved.....	1,180,504	1,255,981	1,201,319	1,221,775
Freight (tons) mileage.....	105,567,662	128,936,363	134,134,071	129,853,902
Av. rate p. ton p. mile.....	1.31 cts.	1.21 cts.	1.18 cts.	1.21 cts.
<b>Earnings—</b>				
Passenger.....	\$61,551	\$69,469	\$87,690	\$82,092
Freight.....	1,032,181	1,509,442	1,734,065	1,558,369
Mail, exp., rents, &c.....	144,510	166,147	204,295	226,796
<b>Tot. gross earnings.....</b>	<b>1,761,242</b>	<b>2,365,058</b>	<b>2,525,991</b>	<b>2,617,457</b>
<b>Oper. exp. &amp; tax.....</b>	<b>1,178,129</b>	<b>1,403,568</b>	<b>1,524,382</b>	<b>1,643,805</b>
<b>Net earnings.....</b>	<b>491,487</b>	<b>961,490</b>	<b>1,000,609</b>	<b>973,652</b>
P. c. op. ex. to earnings.....	66.89	59.44	60.38	62.80
INCOME ACCOUNT.				
	1880-81.	1881-82.	1882-83.	
<b>Receipts—</b>				
Net earnings.....	\$961,490	\$1,000,609	\$973,652	
<b>Disbursements—</b>				
Interest on bonds.....	565,969	591,326	621,159	
Dividends.....	180,000	360,000	315,000	
Rate of dividends.....	(4 1/2 p. c.)	(6 p. c.)	(4 1/2 p. c.)	
Miscellaneous.....	6,894	6,732	2,312	
<b>Total disbursements.....</b>	<b>752,863</b>	<b>958,058</b>	<b>938,501</b>	
<b>Balance, surplus.....</b>	<b>208,627</b>	<b>42,551</b>	<b>35,151</b>	
GENERAL BALANCE AT END OF EACH FISCAL YEAR.				
	1879-80.	1880-81.	1881-82.	1882-83.
<b>Assets—</b>				
R.R. and equipment.....	11,493,050	12,337,951	13,439,176	13,657,845
Old claims.....	159,957			
Sundry securities.....	87,071	295,261	365,915	745,415
Materials, &c.....	91,724	64,585	144,128	110,725
Sundry accounts.....	155,777	245,105	1.3 0.937	1,005.3.8
Cash on hand.....	28,740	595,967	337,512	30,910
<b>Total.....</b>	<b>12,016,322</b>	<b>13,539,171</b>	<b>15,587,668</b>	<b>15,580,303</b>
<b>Liabilities—</b>				
Stock.....	4,000,000	4,000,000	7,000,000	7,000,000
Bonds (see SUPPLEMENT)	7,499,900	7,499,900	7,488,650	7,633,287
Bills payable.....	261,906	1,392,194	333,706	3,259,1
Accounts payable.....	99,251	197,566	251,087	198,379
Unpaid interest.....	68,542	125,640	147,073	62,430
Sundry accounts.....	18,461	48,022	48,654	19,971
Profit and loss.....	67,261	275,947	318,494	353,615
<b>Total.....</b>	<b>12,016,322</b>	<b>13,539,171</b>	<b>15,587,668</b>	<b>15,580,303</b>

\* Includes advances for account new stock issued July 1, 1881.

† Includes June pay-rolls and supplies.

## GENERAL INVESTMENT NEWS.

**A Galveston Purchase.**—The New Orleans *Times-Democrat* reports that the deeds to the property recently purchased by the Huntington syndicate of Hon. Wm. J. Jones, at Virginia Point, Galveston, were filed for record in the County Clerk's office Sept. 14. The purchase comprises 530 acres of land, with a frontage on Galveston Bay of about two and one-quarter miles, running back from the shore from 500 to 700 yards. The consideration specified is the projection and completion of certain improvements at Virginia Point.

**Boston & Albany.**—At Boston, Sept. 27, at a meeting of the directors of the Boston & Albany Railroad Company, it was

voted that the Treasurer be authorized to distribute to the private stockholders of the corporation one share of stock for every ten shares held by them respectively. The result of this action will be that some 17,000 of the 24,000 shares of the company's stock which was purchased of the Commonwealth a few months ago will be distributed among the stockholders.

**Cleveland Columbus Cincinnati & Indianapolis.**—From London is received the following comparative statement of earnings, operating expenses, interest payments, and deductions from income, of this company and its leased lines for the first six months of 1882 and 1883:

	1882.	1883.
Total earnings for six months.....	\$1,872,648	\$2,004,196
Operating expenses.....	1,135,239	1,447,757
<b>Net earnings.....</b>	<b>437,379</b>	<b>556,738</b>
Operating cost.....	76 1/2 p. c.	72 1/2 p. c.
Total deductions from income.....	320,904	323,795
Balance to credit of income.....	\$116,474	\$232,943
Additions to the property.....	120,757	191,412
<b>Net result.....</b>	<b>Def. \$128,1</b>	<b>Sur. \$41,531</b>
CINCINNATI & SPRINGFIELD RAILWAY.		
Total earnings for six months.....	\$138,677	\$130,162
Operating expenses.....	401,417	344,505
<b>Net earnings.....</b>	<b>\$34,260</b>	<b>\$85,956</b>
Operating cost.....	92 1/2 p. c.	80 p. c.
Total deductions from income.....	196,328	191,785
Deficit.....	\$162,067	\$105,828
Additions to the property.....	21,142	\$9,624
<b>Net result.....</b>	<b>Def. \$183,210</b>	<b>Def. \$115,452</b>
INDIANAPOLIS & ST. LOUIS RAILWAY.		
Total earnings for six months.....	\$570,535	\$996,061
Operating expenses.....	982,278	967,845
<b>Net earnings.....</b>	<b>Def. \$111,641</b>	<b>Sur. \$22,215</b>
Operating cost.....	112 1/2 p. c.	97 1/2 p. c.
Total deductions from income.....	\$374,000	\$337,412
Deficit.....	\$185,641	\$315,196
Additions to the property.....		196,793
<b>Net result.....</b>	<b>Def. \$185,641</b>	<b>Def. \$511,900</b>

The foregoing shows an improvement over last year of \$87,313.

**Denver & Rio Grande.**—Mr. Frederick Lovejoy, of Philadelphia, has been elected a director and the president of the Denver & Rio Grande Railroad. Mr. Lovejoy is a man of large means, and was formerly General Manager of the Adams Express Company. The directors of the company held a long session and adopted a plan to raise funds for the requirements of the company. The stockholders will meet at Denver on Oct. 6 to consider this plan, the details of which have not been made public, but are commonly reported to be as follows: To issue a general mortgage of \$50,000,000, bearing 5 per cent, which will take up the outstanding bonds, amounting to about \$26,000,000. Stockholders will be offered the right to subscribe for bonds and stock pro rata. The amount of stock to be issued will not exceed \$5,000,000. A syndicate to be formed to take all the bonds which the stockholders do not want. It is expected that foreign holders will take most of the issue. Foreign holdings of Denver stock are reported to be about \$17,000,000.

**Elizabeth City Bonds.**—The exchange of the old defaulted bonds of Elizabeth, N. J., for the new 4 per cent forty-year bonds of the same city is going on at the Mercantile Trust Company in this city. The holders of the old bonds receive 50 per cent of their claims, the interest on their bonds being figured up to July 1, 1882. The new 4 per cent bonds are issued to take up the old ones on this basis.

**Georgia Pacific.**—At a special meeting of the stockholders in Birmingham, Ala., Sept. 11, resolutions were passed authorizing the issue of additional bonds to the amount of \$15,000 per mile, to be secured by a second mortgage on the road. Track is now laid from Atlanta, Ga., westward to Cane Creek Tunnel, Ala., 139 miles. It is expected that trains will run between Atlanta and Birmingham, 168 miles, in November.

**Kansas City Fort Scott & Gulf.**—This company, anticipating a large increase in its business upon the completion of its Memphis extension, has determined to issue \$525,000 of six per cent equipment bonds to its stockholders at 95 per cent, payable in instalments as called for, but not more than 25 per cent at one time. A subscription right attaches to each 100 shares of Fort Scott stock and the subscription closes Oct. 8. The road has a right to call the bonds at 105 per cent.

**Manhattan Elevated.**—The following notice is published:

NEW YORK, Sept. 26, 1883.

I have arranged with the Mercantile Trust Company to purchase from the first preferred stockholders of the Manhattan Railway Company, in whose favor a dividend was declared, payable on the 1st prox., their claims to said dividends upon their assignment to me of such claims, accompanied by an assignment of their claims to a dividend from the New York Elevated Railroad Company for like amount, in case the merger agreement between the three elevated railway companies should be adjudged invalid.

JAY GOULD.

**New York City & Northern.**—The New York City & Northern Railroad Company has been in the hands of a receiver since May, 1882. Proceedings for the sequestration of its property and franchises are now pending, based on judgments obtained against it by the New York Loan & Improvement Company, Henry Villard, and others, for money loaned to it and for unpaid interest on bonds. The Mercantile Trust Company is the trustee of a consolidated mortgage given in 1880 for \$4,000,000. The Trust Company has begun a suit in equity in the Supreme Court to have the mortgage declared the first lien on the company's franchises, property, &c., and for its foreclosure.



**New York Lake Erie & Western.**—The earnings of this company for June are now published. It is gratifying that the company does not withhold its statement because a moderate decrease in net earnings is shown. It is unworthy of the management of a great corporation to publish its earnings when they are large and withhold them when they show a decrease. It should be stated that the earnings below include in 1883 the accounts of the New York Pennsylvania & Ohio since May 1, when it passed under the control of the New York Lake Erie & Western. The total working expenses of the leased line are reported, and in the gross earnings 68 per cent of its receipts, since 32 per cent is paid as rental. The figures for 1882 are for New York Lake Erie & Western only.

	1882.	1883.	
Gross earnings.....	\$1,756,684	\$2,057,547	Inc. \$300,862
Working expenses.....	1,070,822	1,411,824	Inc. 371,002
Net earnings.....	\$685,862	\$645,722	Dec. \$70,139
Oct. 1 to June 30.	1881-82.	1882-83.	
Gross earnings.....	\$14,402,156	\$15,496,700	Inc. \$1,094,544
Working expenses.....	9,801,102	10,893,286	Inc. 1,092,183
Net earnings.....	\$4,601,053	\$4,603,413	Inc. \$2,360

**New York & Long Branch.**—In the United States Circuit Court at Trenton, N. J., Sept. 25, the case of the Pennsylvania Railroad Company, against the New Jersey Central, with reference to the running of trains over the Long Branch road, was adjourned until March, 1884, by mutual consent of counsel. The rule to show cause why an injunction against the defendants should not issue is to remain in force until the final hearing. In the case of Dinsmore vs. the New Jersey Central, in which the validity of the lease of that road to the Philadelphia & Reading is brought in question, it was agreed that arguments be heard on October 26.

**New York Stock Exchange.**—The Governing Committee of the Exchange held its first meeting this week since the summer recess, and placed \$16,982,000 of new securities on the list for quotations. Among these are \$6,000,000 new second mortgage 5 per cent bonds of the Canada Southern Railway Company, dated February 15, 1883, due March 1, 1913. They are issued under the agreement made between the company named and the Michigan Central Company last December. They are secured by mortgage to Augustus Schell and Cornelius Vanderbilt, trustees. The balance of the securities added to the lists are those of the Shenandoah Valley Railroad Company, consisting of \$2,270,000 first mortgage bonds, \$6,212,000 general mortgage and \$2,500,000 registered income bonds. The Governing Committee also recorded the change of the name of the Elizabeth City & Norfolk Railroad Company to the Norfolk Southern Railroad Company, and ordered that the new name be printed in the lists of stocks.

**New York West Shore & Buffalo.**—This railroad will be opened for passenger business between New York, Albany, Utica and Syracuse on October 1, proximo. New York passengers will continue to arrive at and depart from the Desbrosses Street and Cortlandt Street stations of the Pennsylvania Railroad.

**Norfolk & Western.**—The statement of earnings and expenses for August, and for eight months, in 1883 and 1882, is as follows:

	1883.	1882.	8 mos. ended Aug. 31—1883.	1882.
Gross earnings.....	\$261,710	\$222,160	\$1,690,334	\$1,438,654
Expenses.....	122,877	106,540	952,592	833,832
Net earnings.....	\$138,833	\$115,620	\$737,742	\$604,822

—This company has contracted for the building of equipment to the amount of \$600,000.

**Northern Central.**—The comparative statement of gross earnings and expenses for August and for the eight months ending August 31, is as follows:

	1883.	1882.	8 mos. ended Aug. 31—1883.	1882.
Gross earnings.....	\$587,272	\$625,970	\$1,606,410	\$3,698,215
Operating expenses.....	\$288,121	\$274,356	\$2,215,399	\$2,414,476
Extraordinary expenses.....	18,940	19,968	258,617	197,818
Total expenses.....	\$307,061	\$294,324	\$2,474,016	\$2,612,294
Net earnings.....	\$280,211	\$331,616	\$1,534,394	\$1,358,921

**Ohio & Mississippi.**—The receiver makes the following statement to the court for the month of August:

	1882.	1883.
Cash on hand August 1.....	\$35,528	\$19,120
Receipts from all sources.....	597,796	546,826
Total.....	\$633,324	\$565,946
Disbursements.....	583,536	543,780
Cash on hand September 1.....	\$49,788	\$22,166

**Pacific Railroad Conference.**—Two years ago a conference of the officers of roads directly controlling traffic to and from the Pacific would have been limited to two companies. The changes since then are well shown in the press dispatches from San Francisco, announcing the meeting in that city as follows: "The general managers and general freight agents of roads between the Missouri River and the Pacific Coast met in this city to reorganize the California freight pool. Roads that will be parties to the new agreement will be the Union Pacific, Central Pacific, Southern Pacific, Texas & Pacific, Galveston Harrisburg & San Antonio (Sunset route), Denver & Rio Grande, Chicago Burlington & Quincy (Burlington & Missouri River), Atchison Topeka & San Fe, Atlantic Pacific, Northern Pacific and Oregon Railway & Nav. Company." The railroad managers practically closed their labors by the adoption of agreements the substance of which is as follows: Portland & San Francisco to be common points taking the same

rates to and from the East. The Northern Pacific to make the same through rates to San Francisco, via Portland, that the other roads make to San Francisco direct; and the latter are to make the same through rates to Portland via San Francisco that the Northern Pacific makes to Portland direct. All the lines are to maintain the present regular rates, except as modifications are hereafter to be mutually agreed upon. A commission is to be appointed empowered to settle all disputed points and enforce a penalty on any company violating the agreement. The Northern Pacific is given some advantages north of the California State line to points other than Portland and Astoria; the other lines are given corresponding advantages to points in California other than San Francisco. The agreement goes into effect on the first of next month, and expires by limitation on December 31, 1884, but it is terminable at any time on ninety days' notice from any of the companies. No changes were made in through rates. The Northern Pacific will adopt the same rates on through freight to and from Portland as those which have been in existence on the old route between the East and San Francisco. The question of the control of the Atlantic & Pacific was not raised, an understanding on this point having been reached by the Southern Pacific and Atchison Topeka & Santa Fe roads, which between them hold nearly all the stock. The roads outside of the Northern Pacific will among themselves continue to maintain the same proportions in the distribution of through earnings as heretofore existed.

**Pennsylvania Railroad.**—The gross and net earnings in Aug., 1882 and 1883 are specially compiled for the CHRONICLE in the table below. In August, 1883, there was an increase of \$104,201 in gross earnings and an increase of \$109,762 in the net. For the eight months there was an increase in 1883 of \$1,787,734 in gross and \$234,108 in net earnings.

ALL LINES EAST OF PITTSBURG AND ERIE.

	Gross Earnings—1883.	1882.	Net Earnings—1883.	1882.
January.....	\$3,929,357	\$3,373,321	\$1,471,058	\$1,074,266
February.....	3,712,215	3,306,750	1,336,694	1,079,621
March.....	4,189,380	3,912,293	1,455,427	1,415,802
April.....	4,061,750	3,855,850	1,467,831	1,319,311
May.....	4,303,006	4,108,877	1,608,674	1,706,789
June.....	4,156,871	4,003,756	1,570,143	1,534,333
July.....	4,130,950	4,149,150	1,492,734	1,647,093
August.....	4,775,389	4,671,179	2,142,622	2,032,860
Total 8 mos.....	\$33,758,909	\$31,471,176	\$12,154,182	\$11,870,075

As to the lines west of Pittsburgh and Erie, the monthly reports issued in 1882 and for the current year show the results below. The company's report, however, states a loss since Jan. 1, 1883, over the same period in 1882, of \$64,722.

ALL LINES WEST OF PITTSBURG AND ERIE.

	Net Surplus over all Liabilities—1883.	1882.	Inc. or Dec. in 1883.
January.....	\$174,981	\$9,741	Inc. \$165,240
February.....	Def. 121,307	Def. 121,307	Inc. 43,468
March.....	225,951	36,532	Inc. 189,419
April.....	149,710	17,047	Inc. 132,663
May.....	Def. 34,575	Def. 101,556	Inc. 66,981
June.....	Def. 168,360	38,886	Dec. 207,246
July.....	126,759	336,347	Dec. 209,588
August.....	247,490	290,562	Dec. 43,072
Total 8 months.....	\$557,180	\$506,252	Inc. \$50,928

**Philadelphia & Atlantic City.**—This (narrow gauge) railroad was sold at Camden, N. J., to the Philadelphia & Reading Railroad, and is to be widened to the standard gauge. The road is 54½ miles long. The terms of the sale were \$10,000 cash, the balance of the purchase money to be paid on Oct. 13, when the deeds will be passed to the purchaser. The amount of the mortgage under which the road was sold is \$325,000. The sale gives a clear title to the purchaser, who assumes the receiver's claims of \$80,000 more or less.

**Philadelphia & Reading.**—The gross receipts from the railroads, canals, steam colliers and coal barges in August were \$3,538,032 and the net receipts \$1,918,942; for the fiscal year since Nov. 30, 1882, the gross receipts have been \$19,278,357 and the net receipts \$8,824,353. The gross receipts of the Philadelphia & Reading Coal & Iron Co. in August were \$1,866,104 and net \$133,636; since Nov. 30 gross receipts have been \$11,547,484, and net, \$283,792. The total receipts of both companies together for each month of the fiscal year have been as follows:

	Gross Receipts—1882-83.	1881-82.	Net Receipts—1882-83.	1881-82.
December.....	\$2,865,204	\$2,231,677	\$843,783	\$937,542
January.....	2,558,994	2,451,466	664,877	646,913
February.....	2,377,181	2,169,005	630,040	438,656
March.....	2,829,724	2,587,720	702,501	655,449
April.....	2,919,617	2,699,706	817,428	708,304
May.....	3,091,928	2,878,009	655,290	704,574
June.....	4,359,221	3,017,983	1,237,263	844,176
July.....	4,418,841	3,447,790	1,504,319	1,088,307
August.....	3,404,188	3,591,201	2,052,578	1,171,209

Total 9 months \$30,825,845 \$26,075,557 \$9,108,149 \$7,291,220

The coal tonnage has been as follows, viz.: Carried on the railroad in August, 1,372,828 tons, against 819,511 tons in August, 1882. Mined by the Coal & Iron Co. and by tenants, 648,270 tons, against 566,432 tons same month in 1882.

The above statement includes since June 1st the operations of the Central R.R. Co. of New Jersey and its branches, now leased to the Philadelphia & Reading R.R. Co.; the operations for August were as follows, viz.:

Gross receipts.....	\$1,256,335
Working expenses.....	565,211
Net earnings.....	\$691,124
Rental.....	452,043
Profit for month.....	\$239,081

The coal tonnage was 529,046; merchandise tonnage, 281,351; number of passengers carried, 1,198,383.

**Richmond & Danville.**—The directors of the Richmond & Danville Railroad Company have issued the following notice to the holders of the debenture bonds in regard to the non-payment of interest on Oct. 1:

By the terms of the debenture bonds it became the duty of the board of directors of the company to ascertain within sixty days after September 30, 1882, whether the net earnings of the fiscal year terminated on that date, exclusive of expenditures made for repair, renewal and improvement of existing property, as well as for purchases or construction of additional property and equipment necessary for the proper conduct of its business, were sufficient for payment of a sum not exceeding 6 per cent per annum on the debenture bonds. That board having omitted to perform this duty, it devolves upon this board to determine whether the company have realized a sufficient sum in excess of such improvements to authorize the board to declare dividends to debenture bondholders on October 1, 1883. The net earnings for the year ending September 30, 1882, as shown by the annual report, were \$1,298,034; fixed charges, \$1,219,168—leaving balance of \$78,866. There was expended for new equipment and betterments, \$922,848; dividend to debenture bondholders, Oct. 1, 1882, \$98,760; total, \$1,021,608, which was provided out of profits and sales of securities owned by the company and being an increase of its floating debt. It thus appears from the foregoing statement that the net earnings of the company having been expended in providing additional new equipment and betterments as authorized by terms of debenture bonds, they should not, therefore, have been applied to payment of dividends on these bonds. For the information of the stock and bondholders of this company, it is proper to state that the ascertained net earnings for eleven months of the present fiscal year over operating expenses and fixed charges have been \$307,801; estimated for September, \$72,739; total, \$380,540. The expenditures for eleven months for additional new equipment and betterments have amounted to \$402,091. The gratifying increase in the company's business and earnings and the improved condition of its road, and determination of this board to materially reduce the expenses of its operation and administration, warrant it in expressing the opinion that the net results of the company's business for the coming year will be eminently satisfactory to all holders of its securities.

**Toledo Cincinnati & St. Louis.**—A meeting of the bondholders of this company was held in Boston, September 27. The meeting was called to consider the general interests of the security holders of the road, and the proposed changes in the receivership. A resolution was passed that separate receivers under the several mortgages of the constituent companies forming the Toledo Cincinnati & St. Louis Railroad Company will be injurious to each separate portion thereof. The names of Albert Netter and John Ryan were added to the committee representing the Cincinnati Northern, and a list of names representing each division comprising the system and the various trusts and securities of the road was adopted. The committee numbers twenty-six. It was voted that this committee be requested to use all its efforts to keep the system together under a receiver, looking to no plan of reorganization until the road is completed and the earnings justify such action; and that the committee be further requested to use its efforts to prevent the issuance of any more receiver's certificates than are absolutely necessary to complete and equip it. Also that action be taken to collect the subscription to the debenture bonds that remain yet unpaid. Members of the committee will meet again at Toledo, O., on Saturday, at the time of the conference of Judges Baxter and Drummond regarding the removal of Receiver Dwight. The committee will do all that it reasonably can to prevent Mr. Dwight's removal.

**Vermont & Canada.**—A circular has been addressed to stockholders by a committee of the board, asking them to attend the annual meeting, October 18, in person, or to send their proxies to the committee. The circumstances under which the compromise agreement with the Consolidated Railroad Company of Vermont was approved are referred to, and the circular says:

"The agreement to exchange our stock for bonds and to mortgage our road to secure the bonds, was based upon the consideration not merely that we were to receive \$1,000,000 in bonds, but also that the trust-debt claims, for the enforcement of which the Langdon suit was brought, were to be released. That suit is still pending, for someone that governs the parties with whom we are dealing, and so long as it is, those claims cannot be considered as released." \* \* \* "The Hazard suit, so-called, brought by one of our stockholders to invalidate the mortgage, is still pending, notwithstanding the denial of the injunction. It may be carried to the United States Supreme Court, and there it may be held that the new bonds have no security." \* \* \* "So long as uncertainty of it exists and further parley or struggle may ensue, the control of our company should remain distinctly in its own interests, and not be suffered to fall into the hands of the other party to the compromise or controversy. At least, so it seems to us."

**Wisconsin Central.**—The report has been issued for the year ending Dec. 31 last. At the close of the year the company leased the Milwaukee & Lake Winnebago road, from Neenah to Milwaukee, 96.2 miles, including 9 miles of the Chicago Milwaukee & St. Paul track; this road was built during the year and not completed till December. It also leased the Packwaukee & Montello Road, 7.2 miles. At the beginning of the year it leased the Milwaukee & Northern Road, 126 miles, but the lease of that road was surrendered July 31.

The statement of earnings and income for the year is as follows.

Wis. Cen. earnings.....	\$1,015,536	Rentals of roads and equipment.....	\$243,444
Mil. & North., 7 months.....	357,590	Interest on bonded debt.....	112,476
Mil. & L. W., unfinished.....	15,364	Settlement of old claims.....	301
		Settlement with Mil. & N. Co.....	13,630
Total earnings.....	\$1,388,490	New construction and equipment.....	126,586
Expenses (64.28 per cent).....	892,580		
Net earnings.....	\$495,910	Total payments.....	\$496,457
Bal. from previous year.....	547		
Total.....	\$496,457		

No comparison of earnings is made, on account of the changes in leases, etc., made during the year.

## The Commercial Times.

### COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 28, 1883.

Regular trade, as well as speculative and financial circles, has this week felt the influence of several failures among clothing and woolen goods houses; but as the facts with regard to them transpired they were found to be of less public importance than was apprehended, and a recovery of confidence took place. General trade is very fair for the season, though the disturbing influences mentioned naturally had some adverse effect. The weather has been seasonable, and speculations on frost accounts have not been sustained.

The speculation in provisions has continued on a moderate scale here, but lard has manifested more tone in sympathy with the stronger feeling for corn in the West. Pork has continued on its downward course, the sudden death of a large Chicago holder materially precipitating the depression. To-day prime contract lard sold on the spot at 8.35c.; refined for the Continent 8.65c. and for South America 9.12½c.; options for October were sold at 8.18@8.19c.; December, 8c.; seller year, 7.99c.; January, 8.03@8.06c.; February, 8.09@8.11c.; March, 8.10c.; closing weak; October, 8.18c.; November, 8.03@8.04c.; December and seller year, 7.96@7.97c.; January, 8.01@8.02c.; February, 8.08@8.09c.; March, 8.9@8.12c. Pork appeared a little better, and mess recovered to \$12@12.50. Beef was quiet and unchanged at \$17@18.50 for city extra India mess. Beef hams were nominally unchanged. Bacon ruled at 6¼c. for long clear and very dull. Tallow sold at 7½@7.11-16c. for prime and stearine was easy at 8½@8¼c. for prime, and 8¼@8½c. for oleomargarine. Butter has been slow for export, but cheese has had an active inquiry; choice lots have been advanced to 11½@11¼c.

In groceries the week has shown a moderately fair movement in raw sugars at the well-sustained figures of 6½@6¼c. for fair to good refining Cuba; centrifugal has been sold at 7.9-16c., and to-day a cargo of Formosa realized 4¼c. Refined sugars have had a good advance; hards are now 8½@9¼c. and standard "A" 8½c. Molasses was firm, and the offerings of fine lots are small; 50-degrees test Cuba refining 25@27c., the latter for choice; New Orleans quoted at 40@50c. Rice has had a fair jobbing outlet, and Rangoon has received some attention at 2½c. in bond. Rio coffee was to-day advanced to 10¼@10½c. for fair cargoes, latter price for the new crop. The speculation for the week has not been active, but a uniformly steady tone has been noticed; the closing figures to-day were: January, 8.15@8.20c.; February, 8.20@8.25c.; March, 8.25@8.30c.; April, 8.30@8.40c.; July, 8.50@8.65c.; August, 8.60@8.70c.; October, 8.40@8.45c.; November, 8.15@8.20c.; December, 8.10@8.15c. Mild grades have been moderately active in a jobbing way at fall prices.

Kentucky tobacco has been active, and has advanced on a larger speculative interest, which is based upon the reports of damage to the growing crops. Sales, 1,494 hhds. for export and 1,094 hhds. for consumption. Lugs are quoted 6¼@7½c. and leaf, 7¼@13½c. Seed leaf has been less active, but the undercurrent is none the less steady. The sales for the week embrace 4,350 cases, including 1,600 cases crop 1882, Pennsylvania, 12@18c.; 250 cases crops 1880-81 do., 8@12c.; 800 cases crop 1882, New England, including assorted Housatonic, 11@13c.; 895 cases crop 1882, New York State, 13@16c.; 150 cases crop 1882 do., Havana seed, 18@23c.; 300 cases crop 1882, Wisconsin, 14@18c.; 266 cases crop 1882, Ohio, 8@12½c.; 150 cases crops 1880-81 do., 6@7c.; also 450 bales Havana, 80c.@\$1.15.

Naval stores have been quiet so far as resins are concerned, and strained to good are still quoted at \$1.52½@\$1.60; spirits turpentine remains steady at 40c. in yard. Refined petroleum has had a dull week but 70 Abel test is still quoted at 8½c., though Antwerp and Bremen have declined. Crude certificates have fluctuated but slightly until to-day when a buying movement forced the market from \$1.14½ to \$1.15½, closing at \$1.15½. American pig iron is lower, the result of a few weak speculative holders forcing lots on the market at \$20 cash. Ingot copper is steady at 15½c. for Lake; Baltimore has been active, selling to the extent of 2,000,000 lbs. on private terms, quoted 14¼@14½c. Wool is firm for fine grades of fleeces, but a better business has been done in Texas and California at slight concessions by holders who fear the effect of the incoming fall clips.

Ocean freight room has been very active for grain by the Liverpool steamers; yesterday room for 400,000 bushels corn was engaged at 3½@4d. To-day a general quietude is noticed, but rates appear uniformly steady; grain to Liverpool by steam quoted 4d.; flour, 11s. 3d. per ton; bacon, 12s. 6d.@15s.; cheese, 17s. 6d.@20s.; cotton, ½@5-32d.; grain to London by steam was taken at 3¼d., but closed at 4½d. asked; do. to Glasgow, 4¼d.; do. to Antwerp, 4¼@5d.; do. to Amsterdam and Rotterdam, 10½c.; refined petroleum to the United Kingdom, 4s.; do. from Baltimore to Bremen, 3s. 4½d.; do. from Philadelphia to London 3s. 6d.



COTTON.

FRIDAY, P. M., September 28, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Sept. 28) the total receipts have reached 125,032 bales, against 96,819 bales last week, 64,348 bales the previous week and 33,308 bales three weeks since; making the total receipts since the 1st of September, 1883, 319,507 bales, against 296,957 bales for the same period of 1882, showing an increase since September 1, 1883, of 22,550 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	3,165	5,286	1,277	5,116	3,515	3,256	21,615
Indianola, &c.	.....	.....	.....	.....	.....	824	824
New Orleans.....	1,644	8,210	3,752	2,043	6,740	4,109	26,528
Mobile.....	617	1,644	935	253	774	524	4,747
Florida.....	.....	.....	.....	.....	.....	343	343
Savannah.....	5,067	6,201	4,408	4,897	4,467	4,365	29,406
Brunsw'k, &c.	.....	.....	.....	.....	.....	280	280
Charleston.....	3,231	5,568	1,946	4,257	4,021	4,578	22,589
Pt. Royal, &c.	.....	.....	.....	.....	.....	169	169
Wilmington.....	146	888	466	375	574	745	3,194
Moreh'd C., &c.	.....	.....	.....	.....	.....	100	100
Norfolk.....	1,748	1,485	1,536	1,927	1,372	1,502	9,570
West Point, &c.	.....	.....	.....	.....	.....	4387	4,387
New York.....	.....	.....	.....	.....	40	48	88
Boston.....	50	.....	49	.....	33	40	172
Baltimore.....	.....	.....	.....	.....	.....	22	22
Philadelph'a, &c.	40	46	.....	878	34	.....	998
<b>Totals this week</b>	<b>15,709</b>	<b>28,346</b>	<b>11,369</b>	<b>19,746</b>	<b>21,570</b>	<b>25,292</b>	<b>125,032</b>

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1883, and the stock to-night and the same items for the corresponding periods of last years.

Receipts to September 28.	1883.		1882.		Stock.	
	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	1883.	1882.
Galveston.....	21,615	67,892	26,513	70,792	47,690	29,925
Indianola, &c.	824	3,359	1,062	4,651	319	.....
New Orleans.....	26,528	59,254	23,911	39,283	66,634	40,725
Mobile.....	4,747	11,531	11,950	19,595	8,243	5,461
Florida.....	343	697	49	219	.....	.....
Savannah.....	29,406	78,876	31,717	76,484	49,921	39,580
Brunsw'k, &c.	280	734	677	1,344	.....	.....
Charleston.....	22,589	58,797	21,553	49,089	41,636	30,137
Pt. Royal, &c.	169	626	4	4	147	.....
Wilmington.....	3,194	7,317	4,676	7,546	5,737	5,641
M'head C., &c.	100	335	.....	282	.....	.....
Norfolk.....	9,570	19,258	9,961	17,404	9,548	3,476
West Point, &c.	4,387	6,737	1,715	3,763	.....	.....
New York.....	88	364	1	1,066	86,727	47,253
Boston.....	172	493	2,399	3,516	3,855	1,790
Baltimore.....	22	471	169	627	7,408	6,211
Philadelph'a, &c.	998	2,766	92	1,298	9,054	4,608
<b>Total.....</b>	<b>125,032</b>	<b>319,507</b>	<b>136,479</b>	<b>296,957</b>	<b>336,919</b>	<b>214,807</b>

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galveston, &c.	22,439	27,575	19,260	18,240	17,940	20,173
New Orleans.....	26,528	23,941	33,958	26,497	30,580	12,414
Mobile.....	4,747	11,950	8,316	7,831	14,692	5,394
Savannah.....	29,406	31,717	27,023	39,399	35,486	38,853
Charlat'n, &c.	22,758	21,557	17,800	34,227	22,725	29,769
Wilm'g't'n, &c.	3,294	4,676	4,216	5,633	4,108	5,461
Norfolk, &c.	13,957	11,676	20,652	33,323	24,425	15,247
All others.....	1,903	3,287	3,531	7,021	12,347	3,679
<b>Tot. this w'k.</b>	<b>125,032</b>	<b>136,479</b>	<b>134,756</b>	<b>172,221</b>	<b>162,303</b>	<b>130,990</b>
<b>Since Sept. 1.</b>	<b>319,507</b>	<b>296,957</b>	<b>429,777</b>	<b>493,664</b>	<b>410,939</b>	<b>377,448</b>

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 39,073 bales, of which 12,805 were to Great Britain, 12,839 to France and 13,429 to the rest of the Continent, while the stocks as made up this evening are now 336,919 bales. Below are the exports for the week and since September 1, 1883.

Exports from—	Week Ending Sept. 28. Exported to—			From Sept. 1, 1883, to Sept. 28, 1883. Exported to—				
	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.
Galveston.....	.....	3,201	.....	3,201	.....	6,773	1,150	7,923
New Orleans.....	.....	6,983	4,459	11,442	6,540	13,968	4,459	21,967
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	.....	.....	.....	.....	.....	.....	.....	.....
Savannah.....	.....	.....	.....	.....	.....	.....	.....	.....
Charleston.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilmington.....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk.....	.....	.....	.....	.....	.....	.....	.....	.....
New York.....	8,085	2,655	5,500	16,540	32,440	9,334	15,020	56,794
Boston.....	516	.....	.....	516	1,314	.....	.....	1,314
Baltimore.....	3,391	.....	3,076	6,371	15,124	.....	8,768	23,391
Philadelph'a, &c	903	.....	109	1,093	2,894	.....	100	2,994
Total.....	12,805	12,839	13,429	36,073	58,312	30,075	28,897	117,284
Total 1882.....	31,549	7,360	5,740	45,234	89,320	14,298	14,714	118,326

+ Includes exports from Port Royal, &c.  
\* Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give as the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

SEPT. 28, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans....	2,938	8,965	441	150	12,544	54,090
Mobile .....	None.	None.	None.	None.	None.	8,243
Charleston .....	None.	3,500	6,052	500	10,052	31,584
Savannah .....	None.	900	13,000	5,500	19,400	30,521
Galveston....	416	2,233	6,799	968	10,416	37,274
Norfolk .....	None.	None.	1,860	2,218	4,078	5,470
New York.....	3,300	500	3,050	None.	6,850	79,877
Other ports.....	4,000	None.	1,000	None.	5,000	21,520
<b>Total 1883.</b>	<b>10,704</b>	<b>16,098</b>	<b>32,202</b>	<b>9,336</b>	<b>68,340</b>	<b>268,579</b>
<b>Total 1882 .....</b>	<b>27,790</b>	<b>5,587</b>	<b>7,368</b>	<b>6,810</b>	<b>47,555</b>	<b>167,252</b>
<b>Total 1881 .....</b>	<b>47,863</b>	<b>11,438</b>	<b>4,989</b>	<b>10,168</b>	<b>74,458</b>	<b>307,447</b>

The buoyancy in cotton for future delivery at this market, which was noted at the close of our last, seemed to have been based on rumors that had no good foundation, and on Saturday and Monday there were important declines under the unfavorable accounts from Liverpool and Manchester, large receipts at the ports, accumulating stocks at the interior towns and good weather at the South. On Tuesday there was a further decline at the close, due in a large measure to the apprehensions arising from the failures that had taken place in the clothing and woolen goods trade; but Wednesday, though lower, showed a much better tone at the close, it having become apparent that the failures referred to were not of as much importance as supposed, and yesterday, Liverpool being decidedly higher, our market for futures advanced. To-day, Liverpool advices were less favorable and our market variable and unsettled, closing with the advance of yesterday mostly lost, and 14@22 points below the closing figures of last Friday, the smaller reduction being for September. Cotton ton on the spot has been quieter. Business for export and speculation has nearly ceased, and the demand for home consumption is much reduced. Yesterday old crop white cotton was advanced 1/8@5-16c., the latter for good ordinary and grades below, and stained was advanced 1/8@1/2c. for the best to the poorest, but new cotton was quoted 3-16@1/4c. under the revised quotations. The market to-day was quiet, middling uplands closing nominal at 10 1/2c.

The total sales for forward delivery for the week are 471,900 bales. For immediate delivery the total sales took up this week 4,742 bales, including 454 for export, 4,288 for consumption, — for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

Sept. 22 to Sept. 28	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. P. D.	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
Strict Ord.	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4
Good Ord.	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
Str. G'd Ord.	9 7/8	9 7/8	9 7/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Low Midd'g	10 1/8	10 1/8	10 1/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Str. L'w Mid	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Middling.....	10 1/8	10 1/8	10 1/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Good Mid.	10 7/8	10 7/8	10 7/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Str. G'd Mid	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Midd'g Fair	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Fair.....	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8

STAINED.	Sat.			Wed.			Th.		
	Sat.	Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Mon.	Tues.
Good Ordinary.....	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	8 1/8	8 1/8	8 1/8
Strict Good Ordinary.....	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
Low Middling.....	9	9	9	9	9	9	9 1/8	9 1/8	9 1/8
Middling.....	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	10 1/8	10 1/8	10 1/8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED.		SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex- port.	Con- sump.	Spec- ul't'n	Trans- sit.	Total.	Sales.	Deliv- eries.
Sat.	Firm.....	.....	1,001	.....	.....	1,001	67,700	200
Mon.	Quiet and steady.....	.....	621	.....	.....	621	69,300	200
Tues.	Steady.....	.....	801	.....	.....	801	82,000	200
Wed.	Quiet and steady.....	.....	737	.....	.....	737	58,600	200
Thurs.	Q't & st'y. rev. quo.....	454	456	.....	.....	910	70,600	200
Fri.	Quiet.....	.....	672	.....	.....	672	83,700	.....
Total	.....	454	4,288	.....	.....	4,742	471,900	1,000

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market, Prices and Sales of FUTURES.		DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
Range and Total Sales.		September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.
Saturday, Sept. 22— Sales, total..... Prices paid (range)..... Closing.....	Lower..... 67,700 10-47@10-53 Dull.	Aver. 10-47 300 10-47@10-53	Aver. 10-16 6,000 10-54@10-59	Aver. 10-56 2,800 10-54@10-59	Aver. 10-69 6,000 10-65@10-70	Aver. 10-79 2,400 10-77@10-78	Aver. 10-93 10,500 10-91@10-94	Aver. 11-07 9,700 10-91@10-94	Aver. 11-18 3,500 11-16@11-20	Aver. 11-29 2,500 11-27@11-31	Aver. 11-41 900 11-37@11-45	Aver. 11-48 600 11-47@11-49	Aver. 11-58 100 11-53@11-55
Sunday, Sept. 23— Sales, total..... Prices paid (range)..... Closing.....	Lower..... 69,300 10-38@11-44 Dull.	Aver. 10-40 7,900 10-40@10-41	Aver. 10-43 3,800 10-40@10-43	Aver. 10-43 3,800 10-40@10-43	Aver. 10-61 9,900 10-54@10-63	Aver. 10-72 2,600 10-70@10-72	Aver. 10-83 9,900 10-83@10-88	Aver. 10-99 6,700 10-97@11-01	Aver. 11-11 1,800 11-10@11-13	Aver. 11-22 1,700 11-21@11-22	Aver. 11-33 1,100 11-31@11-33	Aver. 11-44 300 11-44@11-45	Aver. 11-55 300 11-55@11-55
Monday, Sept. 24— Sales, total..... Prices paid (range)..... Closing.....	Lower..... 69,300 10-38@11-44 Dull.	Aver. 10-40 7,900 10-40@10-41	Aver. 10-43 3,800 10-40@10-43	Aver. 10-43 3,800 10-40@10-43	Aver. 10-61 9,900 10-54@10-63	Aver. 10-72 2,600 10-70@10-72	Aver. 10-83 9,900 10-83@10-88	Aver. 10-99 6,700 10-97@11-01	Aver. 11-11 1,800 11-10@11-13	Aver. 11-22 1,700 11-21@11-22	Aver. 11-33 1,100 11-31@11-33	Aver. 11-44 300 11-44@11-45	Aver. 11-55 300 11-55@11-55
Tuesday, Sept. 25— Sales, total..... Prices paid (range)..... Closing.....	Dull..... 32,100 10-35@11-44 Dull.	Aver. 10-41 3,200 10-40@10-42	Aver. 10-39 9,000 10-35@10-41	Aver. 10-48 6,100 10-43@10-50	Aver. 10-58 13,100 10-56@10-61	Aver. 10-70 27,100 10-67@10-74	Aver. 10-83 9,900 10-83@10-88	Aver. 10-99 6,900 10-97@11-01	Aver. 11-09 2,700 11-08@11-11	Aver. 11-22 4,100 11-20@11-23	Aver. 11-30 600 11-28@11-31	Aver. 11-44 1,700 11-40@11-44	Aver. 11-55 300 11-53@11-55
Wednesday, Sept. 26— Sales, total..... Prices paid (range)..... Closing.....	Lower..... 98,600 10-31@11-40 Steady.	Aver. 10-37 600 10-37@10-38	Aver. 10-36 7,900 10-33@10-36	Aver. 10-41 8,400 10-34@10-41	Aver. 10-51 11,400 10-41@10-51	Aver. 10-61 33,100 10-61@10-66	Aver. 10-78 17,400 10-78@10-80	Aver. 10-92 9,800 10-92@10-93	Aver. 11-02 3,800 11-02@11-04	Aver. 11-11 2,600 11-11@11-16	Aver. 11-24 1,900 11-25@11-26	Aver. 11-34 1,600 11-34@11-36	Aver. 11-40 300 11-40@11-42
Thursday, Sept. 27— Sales, total..... Prices paid (range)..... Closing.....	Lower..... 70,600 10-38@11-41 Steady.	Aver. 10-42 7,100 10-41@10-44	Aver. 10-43 8,500 10-38@10-41	Aver. 10-48 8,500 10-43@10-48	Aver. 10-58 7,800 10-51@10-58	Aver. 10-71 25,500 10-70@10-71	Aver. 10-83 12,100 10-83@10-88	Aver. 10-97 5,200 10-97@10-98	Aver. 11-08 800 11-08@11-10	Aver. 11-18 1,300 11-18@11-21	Aver. 11-30 500 11-30@11-32	Aver. 11-44 1,100 11-44@11-45	Aver. 11-55 1,000 11-55@11-55
Friday, Sept. 28— Sales, total..... Prices paid (range)..... Closing.....	Lower..... 88,700 10-35@11-38 Easy.	Aver. 10-39 8,200 10-35@10-41	Aver. 10-37 8,200 10-35@10-41	Aver. 10-47 5,500 10-42@10-50	Aver. 10-58 5,200 10-53@10-61	Aver. 10-68 33,000 10-64@10-72	Aver. 10-83 10,600 10-78@10-82	Aver. 10-97 10,400 10-92@11-00	Aver. 11-07 2,600 11-06@11-10	Aver. 11-18 1,300 11-14@11-15	Aver. 11-30 3,000 11-24@11-25	Aver. 11-44 3,000 11-34@11-35	Aver. 11-55 400 11-55@11-55
Total sales this week..... Average price, week.....	471,900 10-41	46,100 10-40	271,200 10-40	221,600 10-43	320,900 10-60	857,800 10-71	261,500 10-83	193,500 10-99	115,400 11-20	141,600 11-30	56,300 11-31	30,800 11-41	3,100 11-49
Sales since Sep. 1, '83.	2,549,000	76,500	271,200	221,600	320,900	857,800	261,500	193,500	115,400	141,600	56,300	30,800	3,100

Transferable Orders—Saturday, 10-15c; Monday, 10-15c; Tuesday, 10-40c; Wednesday, 10-40c; Thursday, 10-45c; Friday, 10-40c; Short Notices for October—Thursday, 10-40c; Friday, 10-35@10-37c.

We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week:

114 pd. to exch. 200 Feb. for Mar.	60 pd. to exch. 200 Jan. for June.
60 pd. to exch. 1,000 Sept. for Mar.	60 pd. to exch. 500 Nov. for Jan.
12 pd. to exch. 160 Dec. for Jan.	12 pd. to exch. 100 Jan. for Mar.
12 pd. to exch. 700 Dec. for Jan.	25 pd. to exch. 100 Dec. for Feb.
11 pd. to exch. 300 Nov. for Dec.	

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Sept. 28), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	375,000	431,000	655,000	463,000
Stock at London.....	48,600	77,700	42,200	52,900
Total Great Britain stock.....	723,600	558,700	697,200	520,900
Stock at Hamburg.....	3,200	3,100	10,000	4,200
Stock at Bremen.....	41,900	31,200	40,700	123,600
Stock at Amsterdam.....	27,000	8,400	19,800	13,600
Stock at Rotterdam.....	1,500	1,700	2,820	2,390
Stock at Antwerp.....	7,400	300	2,300	981
Stock at Havre.....	97,000	119,000	159,000	65,900
Stock at Marseilles.....	9,400	1,600	4,300	8,640
Stock at Barcelona.....	30,000	28,000	36,000	37,900
Stock at Genoa.....	9,000	11,500	13,000	10,000
Stock at Trieste.....	10,000	5,000	6,900	6,500
Total continental stocks.....	236,100	209,800	294,330	175,711
Total European stocks.....	959,700	768,500	991,530	696,611
India cotton afloat for Europe.....	122,000	207,000	128,000	90,000
Amer'n cotton afloat for Europe.....	27,000	71,000	119,000	126,000
Egypt, Brazil, &c., afloat for Europe.....	23,000	14,000	16,000	17,000
Stock in United States ports.....	336,919	214,807	381,905	311,865
Stock in U. S. interior towns.....	79,723	33,744	105,334	78,735
United States exports to-day.....	15,000	6,600	8,232	45,000

Total visible supply.....1,623,342 1,315,651 1,750,001 1,365,211

Of the above, the totals of American and other descriptions are as follows:

American.	1883.	1882.	1881.	1880.
Liverpool stock.....	338,000	194,000	515,000	293,000
Continental stocks.....	134,000	56,000	150,000	84,000
American afloat for Europe.....	87,000	71,000	119,000	126,000
United States stock.....	336,919	214,807	381,905	311,865
United States interior stocks.....	79,723	33,744	105,334	78,735
United States exports to-day.....	15,000	6,600	8,232	45,000
Total American.....	1,040,642	576,151	1,279,471	938,600
East Indian, Brazil, &c.				
Liverpool stock.....	287,000	237,000	140,000	175,000
London stock.....	48,600	77,700	42,200	52,900
Continental stocks.....	102,100	153,800	144,330	91,711
India afloat for Europe.....	122,000	207,000	128,000	90,000
Egypt, Brazil, &c., afloat.....	23,000	14,000	16,000	17,000
Total East India, &c.....	582,700	739,500	470,530	426,611
Total American.....	1,040,642	576,151	1,279,471	938,600

Total visible supply.....1,623,342 1,315,651 1,750,001 1,365,211

Pr ex Mid. Upl., Liverpool.....34d. 69d. 71d. 61d.

\* The stock at Liverpool, according to the estimated running count, would be 723,000 bales; but actual count makes it 48,000 bales less. The actual American in stock is also found to be 62,000 bales less than the running estimate.

The imports into Continental ports this week have been 43,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 307,691 bales as compared with the same date of 1882, a decrease of 126,659 bales as compared with the corresponding date of 1881 and an increase of 253,131 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82 is set out in detail in the following statement:

TOWNS.	Movement to September 28, 1883.				Movement to September 29, 1882.			
	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.
	This week.	Since Sept. 1, '83.	This week.	Since Sept. 28.	This week.	Since Sept. 1, '82.	This week.	Since Sept. 29.
Augusta, Ga.....	7,316	17,981	5,303	6,080	8,018	13,458	6,318	3,570
Columbus, Ga.....	3,920	10,435	2,175	6,335	5,124	11,656	3,920	2,693
Macon, Ga.....	4,490	11,529	3,412	6,357	5,124	7,172	4,490	2,933
Montgomery, Ala.....	7,170	16,495	2,863	9,978	7,580	18,481	7,198	2,376
Shelby, Ala.....	4,394	10,435	2,869	5,739	5,000	8,740	3,600	3,003
Memphis, Tenn.....	9,275	8,755	2,069	10,128	2,109	2,863	379	2,735
Indianapolis, Ind.....	3,275	8,897	199	754	1,181	174	138	23
St. Louis, Mo.....	1,000	3,880	600	792	1,010	1,659	790	483
St. Paul, Minn.....	2,932	7,467	1,498	750	3,310	6,726	2,601	2,190
St. Joseph, Mo.....	2,680	5,174	2,088	1,634	714	1,252	513	481
St. Louis, Mo.....	8,390	1,658	562	790	831	1,924	236	922
St. Paul, Minn.....	2,335	5,779	1,206	2,309	2,650	5,693	1,067	1,333
St. Joseph, Mo.....	1,881	4,511	1,702	1,959	1,157	1,553	1,892	2,469
Atlanta, Ga.....	9,706	18,937	5,386	11,964	4,925	4,897	824	3,781
Rome, Ga.....	3,122	5,034	1,592	3,165	4,256	1,147	500	519
Marquette, N. C.....	1,304	2,652	1,504	400	1,493	2,032	4,320	3,520
St. Louis, Mo.....	2,664	6,138	2,827	4,127	3,637	6,250	1,457	4,032
Channahow, O.....		8,959	2,253	1,287	1,306	2,971	1,930	601
Total, old towns.	64,700	147,227	39,536	76,723	51,242	100,295	34,811	33,754
Newbury, S. C.....	712	1,356	712	21	676	1,000	676	5
Patetigh, N. C.....	754	1,345	639	426	1,676	2,387	1,196	526
Pennington, Va.....	56	143	105	155	109	234	161	17
Louisville, Ky.....	316	2,114	316	2,333	316	192	147	151
Little Rock, Ark.....	1,215	2,134	540	1,361	2,226	284	1,693	1,693
Brethun, Tex.....	2,000	6,774	1,360	3,006	2,640	8,466	2,583	2,819
Houston, Tex.....	10,216	59,764	13,189	18,359	29,625	86,763	30,139	5,311
Total, new towns.	24,209	72,184	13,864	26,035	35,141	89,892	34,035	12,978
Total, all .....	88,909	219,402	53,400	102,778	86,383	194,037	69,746	46,632
This year's figures estimated.								



The above totals show that the old interior stocks have increased during the week 25,164 bales, and are to-night 45,979 bales more than at the same period last year. The receipts at the same towns have been 13,458 bales more than the same week last year, and since September 1 the receipts at all the towns are 25,425 bales more than for the same time in 1882.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Sept. 25.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>16</sub>	10	10	10
New Orleans....	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>
Mobile.....	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10	10 <sup>1</sup> / <sub>2</sub>
Savannah....	9 <sup>7</sup> / <sub>8</sub>	9 <sup>7</sup> / <sub>8</sub>	9 <sup>13</sup> / <sub>16</sub>	9 <sup>13</sup> / <sub>16</sub>	9 <sup>7</sup> / <sub>8</sub>	9 <sup>13</sup> / <sub>16</sub>
Charleston....	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10
Wilmington....	10	10	10	10	10	10
Norfolk.....	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10	10	10	10
Boston.....	10 <sup>5</sup> / <sub>8</sub>	10 <sup>5</sup> / <sub>8</sub>	10 <sup>5</sup> / <sub>8</sub>	10 <sup>5</sup> / <sub>8</sub>	10 <sup>5</sup> / <sub>8</sub>	10 <sup>3</sup> / <sub>4</sub>
Baltimore....	10 <sup>1</sup> / <sub>4</sub> @ 3 <sup>8</sup> / <sub>8</sub>	10 <sup>1</sup> / <sub>4</sub> @ 3 <sup>8</sup> / <sub>8</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>3</sup> / <sub>4</sub>
Philadelphia..	10 <sup>3</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>4</sub>
Augusta.....	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>11</sup> / <sub>16</sub>	9 <sup>11</sup> / <sub>16</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>
Memphis.....	10	10	10	9 <sup>7</sup> / <sub>8</sub>	10	10
St. Louis.....	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10	10
Cincinnati....	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>
Louisville....	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'ts from Plant'ns		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
July 13.....	18,100	8,142	11,024	71,603	35,454	68,762	19,411	753	5,139
" 20.....	19,302	9,150	9,808	65,759	31,622	64,239	11,115	5,316	4,985
" 27.....	16,151	6,129	8,298	58,277	28,276	61,639	8,672	2,759	5,888
Aug. 3.....	17,818	4,815	7,064	52,441	24,446	57,826	11,982	985	3,231
" 10.....	19,002	4,811	9,756	48,273	21,063	53,306	8,894	1,438	5,029
" 17.....	20,538	6,330	10,303	43,371	16,335	52,016	17,639	1,798	9,115
" 24.....	35,678	12,332	11,365	46,492	14,327	50,536	30,199	10,144	9,875
" 31.....	47,722	23,032	52,771	46,422	15,520	59,339	32,652	24,231	22,754
Sept. 7.....	72,612	28,085	33,308	57,410	15,519	53,576	33,600	29,881	37,728
" 14.....	91,652	49,512	61,348	75,452	16,115	55,080	112,694	52,168	69,761
" 21.....	119,363	77,223	99,819	103,779	19,785	75,179	149,620	88,693	113,009
" 28.....	134,750	139,479	125,032	124,546	49,622	105,778	155,508	151,116	155,631

The above statement shows—1. That the total receipts from the plantations since September 1, in 1883, were 376,129 bales; in 1882 were 327,694 bales; in 1881 were 503,878 bales.

2.—That, although the receipts at the out-ports the past week were 125,032 bales, the actual movement from plantations was 155,631 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 153,116 bales and for 1881 they were 155,503 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather during the week has been favorable for the gathering of the crop, and in consequence picking has made excellent progress.

Galveston, Texas.—We have had a shower on one day of the week, the rainfall reaching forty-two hundredths of an inch. Crop prospects unchanged. The thermometer has ranged from 64 to 83, averaging 73.

Indianola, Texas.—It has been showery on one day of the week, the rainfall reaching twenty-one hundredths of an inch. Picking is making good progress. The thermometer has averaged 72, ranging from 61 to 84.

Dallas, Texas.—We have had no rain during the week. Picking is making satisfactory progress. Average thermometer 67, the highest being 90 and the lowest 43.

Brenham, Texas.—We have had one fine shower during the week, the rainfall reaching eighty hundredths of an inch. The thermometer has averaged 69, the highest being 89 and the lowest 52.

Palestine, Texas.—It has sprinkled on one day of the week, the rainfall reaching two hundredths of an inch. Good progress is being made with picking. The thermometer has ranged from 49 to 85, averaging 67.

Huntsville, Texas.—We have had no rain during the week. Picking is progressing finely. The thermometer has averaged 67, ranging from 47 to 87.

Weatherford, Texas.—There has been no rain during the week. Picking is making satisfactory headway. Average thermometer 64, the highest being 88 and the lowest 39.

Belton, Texas.—We have had no rain during all of the week. Picking makes satisfactory progress. The thermometer has averaged 65, the highest being 81 and the lowest 48.

Luling, Texas.—There has been no rain during the week. Excellent progress is being made with picking. The thermometer has ranged from 63 to 95, averaging 79.

New Orleans, Louisiana.—It has rained on one day of the

week, the rainfall reaching two hundredths of an inch. The thermometer has averaged 74.

Shreveport, Louisiana.—The weather has been clear during all the week, with slightly lower temperature. The thermometer has ranged from 49 to 88.

Vicksburg, Mississippi.—We have had no rain during the week. The thermometer has averaged 69, ranging from 54 to 86.

Little Rock, Arkansas.—Telegram not received.

Meridian, Mississippi.—We have had no rain here within five weeks. Picking is making good progress. It is claimed that the crop will be one-third short of last season. About two-thirds of the crop has been picked.

Columbus, Mississippi.—We have had no rain during the week. Planters are marketing their crop freely. The thermometer has averaged 70, the highest being 88 and lowest 50.

Memphis, Tennessee.—The weather has been cold and dry all the week. Picking is making good progress, and the crop is being marketed freely. The thermometer has averaged 65, ranging from 51 to 81.

Nashville, Tennessee.—It has rained on two days of the week, the rainfall reaching eighty-eight hundredths of an inch. The thermometer has ranged from 52 to 81, averaging 65.

Mobile, Alabama.—It has been showery on one day, and the balance of the week has been pleasant. The rainfall reached fifty-seven hundredths of an inch. Picking is making good progress. The thermometer has averaged 71, ranging from 57 to 87.

Montgomery, Alabama.—The weather has been generally warm and dry during the week, with one light sprinkle, the rainfall reaching eight hundredths of an inch. Picking is progressing well and the crop is being marketed freely. The drought continues; streams are dried up, causing suffering. The thermometer has averaged 70, the highest being 84 and the lowest 53.

Selma, Alabama.—We have had no rain during the week. Picking is making good progress, and the crop is being marketed freely. The thermometer has ranged from 50 to 81, averaging 68.

Madison, Florida.—The days have been warm, but the nights have been cool. There has been rain on two days, but the remainder of the week has been pleasant. Planters are sending their crop to market freely. The thermometer has averaged 78, the highest being 90 and the lowest 64.

Macon, Georgia.—We have had rain on three days of the week. The crop is being marketed freely.

Columbus, Georgia.—We have had rain on one day of the week, the rainfall reaching sixty-three hundredths of an inch. Picking has made excellent progress; about two-thirds of the crop has been picked, and is being marketed freely. The thermometer has averaged 72, ranging from 58 to 78.

Savannah, Georgia.—It has rained on one day of the week, and the remainder of the week has been pleasant. The rainfall reached sixty-four hundredths of an inch. The thermometer has averaged 72, the highest being 86 and the lowest 62.

Augusta, Georgia.—We have had light rain on one day of the week, the remainder of the week being pleasant. The rainfall reached sixty hundredths of an inch. Planters are marketing their crop freely. The thermometer has ranged from 55 to 81, averaging 69.

Atlanta, Georgia.—It has rained on one day of the week, the rainfall reaching fifty-seven hundredths of an inch. Average thermometer 66, highest 79, lowest 52. We had rain on one day last week, the rainfall reaching ten hundredths of an inch. The thermometer averaged 72.6 and ranged from 63 to 84.

Charleston, South Carolina.—It has rained on two days of the week, the rainfall reaching ninety-seven hundredths. The thermometer has averaged 72, ranging from 63 to 85.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock September 27, 1883, and September 28, 1882.

	Sept. 27, '83.		Sept. 28, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....	Below high-water mark	12	4	11
Memphis.....	Above low-water mark.	2	7	9
Nashville.....	Above low-water mark.	0	11	2
Shreveport.....	Above low-water mark.	1	6	8
Vicksburg.....	Above low-water mark.	3	10	15

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have rearranged our India service so as to make our reports more detailed and at the same time more accurate. We had found it impossible to keep out of our figures, as cable to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan now followed relieves us from the danger of this inaccuracy and keeps the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to September 27.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1883.....	.....	8,000	8,000	415,000	797,000	1,212,000	5,000	1,556,000
1882.....	6,000	3,000	9,000	746,000	603,000	1,349,000	5,000	1,624,000
1881.....	.....	.....	.....	301,000	542,000	843,000	5,000	1,163,000
1880.....	1,000	5,000	6,000	337,000	488,000	825,000	2,000	1,082,000

According to the foregoing, Bombay appears to show the same receipts during the week as last year, the shipments for the week show a decrease of 1,000 bales, and the shipments since January 1 show a decrease of 112,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883.....	.....	.....	.....	34,700	10,800	95,500
1882.....	.....	.....	.....	105,700	32,000	137,700
Madras—						
1883.....	1,000	.....	1,000	14,500	1,000	15,500
1882.....	1,500	.....	1,500	58,400	4,600	63,000
All others—						
1883.....	1,000	2,000	3,000	34,400	8,600	43,000
1882.....	800	.....	800	43,800	26,700	70,500
Total all—						
1883.....	2,000	2,000	4,000	133,600	20,400	154,000
1882.....	2,300	.....	2,300	207,900	63,300	271,200

The above totals for the week show that the movement from the ports other than Bombay is 1,700 bales more than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows.

## EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	8,000	1,237,000	9,000	1,349,000	.....	845,000
All other ports.	4,000	154,000	2,300	271,200	3,600	194,200
Total.....	12,000	1,391,000	11,300	1,620,200	3,600	1,040,200

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, September 27.	1883.		1882.		1881.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars)—						
This week.....	18,000		1,200		20,000	
Since Sept. 1.	400		1,200		27,550	
Exports (bales)—						
To Liverpool.....	.....	.....	4,700	4,700	2,500	4,000
To Continent.....	1,000	1,000	214	214	840	938
Total Europe.....	1,000	1,000	4,914	4,914	3,340	4,938

\* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Sept. 27 were 18,000 cantars and the shipments to all Europe were 1,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is dull, with yarns slightly lower. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.						1882.					
	32s Op.	32s Op.	34s Op.	34s Op.	36s Op.	36s Op.	32s Op.	32s Op.	34s Op.	34s Op.	36s Op.	36s Op.
July 27	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Aug. 3	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
" 10	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
" 17	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
" 24	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
" 31	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Sept. 7	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
" 14	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
" 21	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
" 28	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4

NEW YORK COTTON EXCHANGE.—The value of memberships at present is about \$3,500, which should attract the attention of buyers. The following visitors were introduced this week:

Robt. G. Lowe, Galveston,	John Murdoch, Mississippi,
F. W. Taylor, M. Galveston,	J. C. R. Draper, Liverpool,
F. P. Poston, Memphis,	M. Bright, New Orleans,
R. L. Brown, Virginia,	W. O. Dickson, Norfolk, Va.,
Lucas E. Moore, New Orleans,	J. F. Redwood, Liverpool,
Dr. J. B. Gaston, Montgomery, Ala.,	B. S. Haseltun, Lancaster, S. C.,
J. F. Hunter, Pendleton, S. C.,	James F. Wood, New Orleans,
Z. F. McKenney, Piedmont, S. C.,	Edmund May, Chicago,
E. C. Schmitt, New Orleans,	Edgar G. Heat n, Chicago,
George Woodfall, Liverpool,	Thos. Hutton, New Orleans,
Harold Turner, Liverpool,	R. A. Gary, Virginia,
R. F. Phillips, Liverpool,	
W. W. Shaw, Washington, N. C.,	

JUTE BUTTS, BAGGING, &c.—There has been a good demand for bagging since our last and goods are moving freely. The inquiry has been fairly distributed and all grades are being taken. Prices are steadily held, dealers not being willing to accept less than quoted rates, which are 9c. for 1 1/2 lbs., 9 1/2c. for 1 3/4 lbs., 10 1/4c. for 2 lbs and 11c. @ 1 1/4c. for standard grades. Sales are about 4,000 rolls at these figures. Butts are not very

active though a fair inquiry is in progress. There have been sales of about 5,000 bales paper grades up to 2c., while a few small lots of bagging grades are reported at 2 1/2c. @ 2 3/4c., and the close is steady at 2 1/2c. as to quality.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1882.	1881.	1880.	1879.	1878.	1877.
Sept./m/b'r	326,656	429,777	458,478	333,643	288,845	98,491
October.....	980,584	853,195	968,318	888,492	689,264	578,533
November.....	1,034,697	974,043	1,006,501	942,272	779,237	822,493
December.....	1,112,536	996,807	1,020,802	956,464	892,664	900,119
January.....	752,827	487,727	571,701	647,140	616,727	689,610
February.....	595,598	291,992	572,728	447,918	564,824	472,054
March.....	482,772	257,099	475,582	264,913	302,955	340,525
April.....	284,519	147,595	284,246	158,025	166,459	197,965
May.....	185,523	113,573	190,034	110,006	84,299	96,314
June.....	78,504	68,679	131,871	88,455	29,472	42,142
July.....	42,299	36,890	78,572	54,258	13,988	20,240
August.....	58,386	45,143	115,114	67,372	18,081	34,561
Correct'ns.	24,837	17,344	123	42,714	458	52,595
Total year	6,019,738	4,720,361	5,874,090	5,001,672	4,447,276	4,345,645
Percentage of tot. port receipts Aug. 31.....	99.62	100.00	99.15	99.99	98.79	
Corrections.....	00.33	00.00	00.85	00.01	01.21	
Total port receipts.....	100.00	100.00	100.00	100.00	100.00	

This statement shows that up to Aug. 31 the receipts at the ports this year were 1,299,374 bales more than in 1881-82 and 145,648 bales more than at the same time in 1880-81. The receipts since September 1, 1883, and for the corresponding periods of the five previous years have been as follows.

	1883.	1882.	1881.	1880.	1879.	1878.
Sept. 1.....	2,765	5,055	5,600	5,037	3,490	8.
" 2.....	8.	2,890	10,356	5,669	1,348	5,708
" 3.....	7,215	8.	10,182	10,512	1,391	4,051
" 4.....	3,996	5,868	8.	6,474	2,261	4,799
" 5.....	6,160	3,396	18,859	8.	4,927	4,224
" 6.....	4,969	5,636	9,069	14,754	2,104	7,116
" 7.....	8,194	4,493	7,637	9,315	8.	4,108
" 8.....	8,143	6,403	8,181	8,616	5,454	8.
" 9.....	8.	6,405	18,792	11,096	5,124	13,115
" 10.....	13,920	8.	13,034	10,862	4,878	7,341
" 11.....	9,486	11,202	8.	15,646	4,858	6,258
" 12.....	8,038	5,645	16,595	8.	7,636	7,982
" 13.....	9,478	7,474	17,797	20,842	7,069	8,537
" 14.....	15,283	8,044	14,674	13,117	8.	10,714
" 15.....	11,742	10,742	10,870	13,993	15,628	8.
" 16.....	8.	8,060	21,062	16,191	12,215	15,127
" 17.....	21,869	8.	16,364	20,900	12,993	10,425
" 18.....	11,760	16,598	8.	18,470	14,071	10,032
" 19.....	15,195	9,606	17,206	8.	14,955	11,125
" 20.....	14,087	12,733	19,476	30,306	17,082	16,933
" 21.....	22,166	13,039	15,551	20,019	8.	11,302
" 22.....	15,709	17,187	13,996	17,749	23,420	8.
" 23.....	8.	16,201	29,700	19,484	23,729	17,905
" 24.....	28,346	8.	15,866	30,357	21,382	18,579
" 25.....	14,367	27,438	8.	21,788	19,141	13,584
" 26.....	19,746	21,616	22,467	8.	19,975	13,814
" 27.....	21,570	19,768	26,903	37,550	22,976	23,679
" 28.....	25,292	24,584	15,773	25,495	8.	18,016
Total.....	319,507	270,085	375,728	406,276	271,612	264,474
Percentage of tot. port receipts Sept. 28.....	04.49	07.96	06.92	05.43	05.94	

This statement shows that the receipts since Sept. 1 up to to-night are now 49,422 bales more than they were to the same day of the month in 1882 and 56,231 bales less than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to September 23 in each of the years named.

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1883:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans	5,580	28,098	.....	.....	.....	.....	.....	.....
Texas.....	3,861	20,231	.....	.....	.....	.....	.....	.....
Savannah	5,427	12,663	1,174	1,910	8.	246	1,846	5,759
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	.....	.....	.....	.....	.....	.....	.....	.....
S. Carolina	3,479	11,549	.....	.....	431	609	2,518	3,208
N. Carolina	554	1,804	.....	.....	.....	.....	567	538
Virginia.....	4,696	6,914	614	1,063	366	2,872	3,065	6,456
North ports	.....	.....	1,693	3,788	.....	.....	.....	.....
Tenn. &c.	88	364	124	579	.....	1,771	977	410
Foreign.....	.....	475	.....	.....	.....	.....	.....	.....
Total year.	23,488	81,138	3,607	7,316	1,294	5,498	8,267	16,430
Percentage of tot. port receipts.....	05.608	05.131	04.813	06.007	02.671	05.314	04.694	04.043



**SHIPPING NEWS.**—The exports of cotton from the United States the past week, as per latest mail returns, have reached 34,627 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Britannic, 1,293....	
City of Rome, 548...Egypt, 730...Republic, 1,435....	
Servia, 1,371...Strabo, 225...Wyoming, 1,133....	6,735
To Hull, per steamer Galileo, 1,350....	1,350
To Havre, per steamer France, 2,655....	2,655
To Bremen, per steamers Elbe, 1,354...Oder, 671....	2,025
To Hamburg, per steamers Frisia, 1,300...Rhaetia, 1,400....	2,700
To Rotterdam, per steamer P. Caland, 600....	600
To Antwerp, per steamer Nederland, 475....	475
NEW ORLEANS—To Liverpool, per steamer Legislator, 2,779....	2,779
To Havre, per steamer Maharajah, 3,987....	3,987
BALTIMORE—To Liverpool, per steamers Alava, 1,829...Gallego, 181...Mentmore, 1,356...Nova Scotian, 1,198...Puerto-riqueno, 1,500....	6,064
To Bremen, per steamer General Werder, 1,245....	1,245
To Rotterdam, per steamer Stella, 600....	600
To Antwerp, per steamer Benaventura, 1,550....	1,550
BOSTON—To Liverpool, per steamers Palestine, 179...Samarra, 200....	379
PHILADELPHIA—To Liverpool, per steamers British Crown, 477...Illinois, 900....	1,377
SAN FRANCISCO—To Liverpool, per bark Annie Johnson, 103....	103

Total..... 34,627  
The particulars of these shipments, arranged in our usual form, are as follows:

	Liver- pool.	Hull.	Havre.	Bre- men.	Ham- burg.	Rotter- dam.	Ant- werp.	Total.
New York.	6,735	1,350	2,655	2,025	2,700	600	475	16,540
N. Orleans.	2,779		3,987					6,766
Baltimore.	6,064			1,245		2,150		9,462
Boston.	1,379							379
Philadelp'a.	1,377							1,377
San Fran..	103							103

Total... 17,437 1,350 6,612 3,273 2,700 2,750 475 34,627

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Havre—Sept. 21—Steamer Tunis, 3,201.  
NEW ORLEANS—For Havre—Sept. 24—Steamer Marselle, 6,983.  
For Vera Cruz—Sept. 22—Steamer schooner E. D. Sidbury, 657.  
BALTIMORE—For Liverpool—Sept. 22—Steamer American, 1,036....  
Sept. 28—Steamer Leonora, 2,265.  
PHILADELPHIA—For Liverpool—Sept. 21—Steamer Indiana, 800.  
For Antwerp—Sept. 23—Steamer Zealand, 100.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

**SAMUEL B. BAKER**, lighter. The lighter Samuel B. Baker lying at Pier 40, N. R., took fire at 2 P. M. of the 25th inst. She was loaded with 2,000 bales of cotton ex-steamer Lampasas, from Galveston, in transit for Liverpool, per steamer Scythia (Br.) The lighter was towed out into the stream, where the fire was extinguished. It was stated that the cotton was not badly burned.

**OWEN HITCHCOCK**, lighter. About 3 P. M. of the 25th inst. fire was discovered in the cotton on board the Owen Hitchcock, lying alongside the steamer Herschel, at Martin's Stores, Brooklyn. The lighter's cargo consisted 1,603 bales of cotton, ex-steamer Rio Grande, from Galveston, in transit for Liverpool per steamer Herschel. After drifting about the river for some time the lighter was towed to the lower side of Pier 1, N. R., where her cargo was being discharged same afternoon, considerably damaged.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	1s	1s	1s	1s	1s	1s
Do sail...d.	...	...	...	...	...	...
Havre, steam...e.	1s 3/4	1s 3/4	1s 3/4	1s 3/4	1s 3/4	1s 3/4
Do sail...e.	...	...	...	...	...	...
Bremen, steam...e.	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Do sail...e.	...	...	...	...	...	...
Hamburg, steam...e.	3s	3s	3s	3s	3s	3s
Do sail...e.	...	...	...	...	...	...
Amst'dm, steam...e.	1s	1s	1s	1s	1s	1s
Do sail...e.	...	...	...	...	...	...
Reval, steam...d.	1s	1s	1s	1s	1s	1s
Do sail...e.	...	...	...	...	...	...
Barcelona, steam...e.	1s 1/2	1s 1/2	1s 1/2	1s 1/2	1s 1/2	1s 1/2
Genoa, steam...e.	5s	5s	5s	5s	5s	5s
Trieste, steam...e.	5s	5s	5s	5s	5s	5s
Antwerp, steam...e.	3s	3s	3s	3s	3s	3s

\* Compressed.

**LIVERPOOL.**—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Sept. 7.	Sept. 14.	Sept. 21.	Sept. 28.
Sales of the week.....bales.	65,000	70,000	66,000	49,000
Of which exporters took...	11,500	11,500	7,500	6,800
Of which speculators took...	2,200	5,000	9,000	2,800
Sales American.....	48,000	46,500	40,000	37,000
Actual export.....	6,000	12,500	8,000	8,700
Forwarded.....	5,700	5,900	5,300	13,000
Total stock—Estimated.....	831,000	783,000	765,000	723,000
Total stock—Actual.....				675,000
Of which American—Estimated.....	545,000	511,000	481,000	450,000
Of which American—Actual.....				388,000
Total import of the week.....	29,000	24,500	43,500	19,500
Of which American.....	6,700	14,000	12,000	9,500
Amount afloat.....	106,000	104,000	81,000	71,000
Of which American.....	23,000	23,000	30,000	23,000

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 23, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, } 12:30 P.M.	Mod. Inq. freely supplied.	Dull.	Easier.	Easier & feet'nally cheaper.	Mod. Inq. freely supplied.	Mod. Inq. freely supplied.
Mid Up'ds	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Mid. Ori'ns	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Sales.....	8,000	8,000	5,000	10,000	5,000	8,000
Spec. & exp.	1,600	1,000	1,000	1,000	1,000	1,000
Futures.						
Market, } 2:30 P.M.	Offerings free.	Dull.	Dull.	Quiet.	Quiet.	Easy.
Market, } 5 P. M.	Quiet.	Quiet.	Barely steady.	Steady.	Firm.	Barely steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d., and 6 03 means 6 3-64d.

	Sat., Sept. 22.				Mon., Sept. 24.				Tues., Sept. 25.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
September.	5 55	5 55	5 53	5 59	5 51	5 52	5 51	5 51	5 51	5 51	5 51	5 51
Sept.-Oct....	5 54	5 54	5 52	5 52	5 51	5 51	5 50	5 50	5 49	5 50	5 49	5 50
Oct.-Nov....	5 53	5 53	5 52	5 52	5 50	5 50	5 49	5 49	5 48	5 49	5 48	5 49
Nov.-Dec....	5 53	5 53	5 51	5 51	5 49	5 49	5 48	5 48	5 48	5 48	5 48	5 48
Dec.-Jan....	5 53	5 54	5 52	5 52	5 50	5 51	5 50	5 50	5 49	5 49	5 49	5 49
Jan.-Feb....	5 59	5 56	5 54	5 55	5 53	5 53	5 52	5 52	5 52	5 53	5 51	5 51
Feb.-March	5 59	5 59	5 57	5 57	5 55	5 56	5 55	5 55	5 55	5 55	5 55	5 54
Mar.-Apr....	5 62	5 62	5 60	5 61	5 58	5 59	5 58	5 58	5 58	5 58	5 57	5 57
April-May...	6 01	6 01	6 00	6 00	5 62	5 63	5 62	5 62	5 60	5 61	5 60	5 61
May-June...	6 03	6 05	6 04	6 04	6 01	6 01	6 01	6 01	6 00	6 00	6 00	6 00
June-July...	...	...	...	...	...	...	...	...	...	...	...	...
July-Aug....	...	...	...	...	...	...	...	...	...	...	...	...

	Wednes., Sept. 26.				Thurs., Sept. 27.				Fri., Sept. 28.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
September.	5 49	5 49	5 48	5 49	5 49	5 51	5 49	5 51	5 51	5 51	5 49	5 50
Sept.-Oct....	5 48	5 48	5 47	5 48	5 48	5 50	5 48	5 50	5 50	5 50	5 49	5 49
Oct.-Nov....	5 47	5 47	5 47	5 47	5 47	5 49	5 47	5 49	5 49	5 50	5 48	5 49
Nov.-Dec....	5 46	5 48	5 46	5 46	5 47	5 49	5 47	5 49	5 49	5 49	5 48	5 49
Dec.-Jan....	5 48	5 48	5 47	5 47	5 48	5 50	5 47	5 50	5 50	5 50	5 49	5 50
Jan.-Feb....	5 50	5 50	5 49	5 49	5 50	5 52	5 50	5 52	5 52	5 52	5 51	5 52
Feb.-March	5 52	5 53	5 52	5 53	5 54	5 55	5 53	5 55	5 55	5 55	5 54	5 55
Mar.-Apr....	...	...	...	...	...	...	...	...	5 58	5 58	5 58	5 58
April-May...	5 59	5 59	5 59	5 59	...	...	...	...	5 62	5 62	5 60	5 61
May-June...	5 63	5 62	5 62	5 62	5 63	6 00	5 63	6 00	6 00	6 00	6 00	6 00
June-July...	...	...	...	...	...	...	...	...	...	...	...	...
July-Aug....	...	...	...	...	...	...	...	...	...	...	...	...

## BREADSTUFFS.

FRIDAY, P. M., Sept. 28, 1888.

The flour market was active, and prices showed an upward tendency early in the week, but no important advance took place, and Tuesday closed dull, while Wednesday and succeeding days showed more or less depression. The through exports from the West to Europe have been on a moderate scale.

The wheat market was quite active and buoyant early in the week. Advices from the Continent, and especially from France, were quite favorable, and the eastward movement was moderate; but subsequently somewhat irregular and extraneous influences contributed to check speculative action, and values took a downward turn. Yesterday there was a notable absence of demand, whether for export, home consumption or speculation, and, under free shipments from the West eastward, prices fell off sharply. Stocks begin to prove burdensome, and the prospects of an immediate outlet to the surplus are not encouraging to operators for the rise. To-day the market was better, and the speculation fairly active, but the regular trade quite dull; shippers seemed to be without orders; No. 2 red sold at \$1 11 1/2 @ \$1 11 1/2 for October, \$1 13 1/4 @ \$1 14 1/4 for November, \$1 15 1/2 @ \$1 16 1/2 for December and \$1 17 1/4 @ \$1 18 1/4 for January.

Indian corn advanced early in the week. Frost accounts have, even at this late day in the season, been made to do

duty by the "bull" party in support of prices; but their influence was slight and momentary. Depression soon set in, and the advance was wholly lost. Some relief to holders was afforded by an export movement on Wednesday and Thursday, amounting to 560,000 bush., mainly to Liverpool, at 3½¢ ad. freight per 60 lbs. Nevertheless, the close last evening was weak. To-day there was a steadier tone, with a fair degree of speculative activity, but the regular trade was quiet. No. 2 mixed sold at 61¼¢@62¼¢. For October, 61¼¢@61½¢. For November and 60¼¢@60½¢. For December.

Rye has been quite active; No. 2 Western brought 70¢@71¢. early the week and was bought for November at 72¢. but yesterday the business was at 67¼¢@68¼¢. ad. float. To-day two boat loads of Western sold at 68¢.

Oats have been without important fluctuations. A slight advance early in the week was afterwards lost. Supplies are ample and the speculative interest is largely under the influence of variations in Indian corn, and to-day there was a steady, moderately active market.

The following are closing quotations:

FLOUR.		GRAIN.	
No. 2 spring... 5 bbl.	2 60¢ 3 25	Patents, winter....	\$ 6 25 @ 7 00
No. 2 winter.....	3 25 @ 3 50	City shipping extras.	4 60 @ 5 25
Superfine.....	3 35 @ 3 85	Southern bakers' and	.....
Spring wheat extras.	4 00 @ 4 50	family brands.....	5 25 @ 7 00
Min. clear and strait	4 00 @ 4 75	South'n ship'g extras.	4 25 @ 5 00
Winter ship'g extras.	4 75 @ 5 40	8½c flour, superfine..	3 75 @ 4 10
Winter clear and	.....	Corn meal.....	.....
straight.....	4 50 @ 6 25	Western, &c.....	3 10 @ 3 40
Patents, spring.....	6 25 @ 7 25	Brandywine, &c.....	3 45 @ 3 50
Wheat—		Corn—	
Spring, per bush.	95 @ 1 08	Yellow Southern.....	62 @ 64
Spring No. 2.....	1 06 @ 1 07	Western white.....	59 @ 62
Red winter, No. 2	1 12 @ 1 13	Rye—Western.....	65 @ 69
Red winter.....	90 @ 1 15	State & Canada.....	74 @ 76
White.....	95 @ 1 12	Oats—Mixed.....	33½ @ 36
White No. 1.....	57 @ 63	White.....	35 @ 44
Corn—West. mixed	57 @ 63	No. 2 mixed.....	34½ @ 35
West. mix. No. 2.	61 @ 62½	No. 2 white.....	36 @ 36½
White Southern.....	61 @ 65	Barley.....	Nominal.

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Sept. 22 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 100 lbs.	Bush. 60 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bush. 50 lbs.
Chicago.....	51,291	1,010,759	2,640,193	822,479	255,578	265,135
Milwaukee.....	48,327	140,518	200,836	16,800	163,764	7,438
Toledo.....	3,417	708,820	200,001	43,171	.....	15,819
Detroit.....	2,578	128,567	13,328	119,167	3,115	.....
Cleveland.....	2,265	101,009	14,309	5,400	3,400	500
St. Louis.....	35,839	421,084	23,938	138,004	49,910	15,722
Peoria.....	600	7,403	229,039	335,425	22,200	50,665
Dayton.....	50,000	408,592	11,422	.....	.....	.....
Tot. wk. '83	194,318	2,008,739	3,314,074	1,516,449	497,907	355,390
Same wk. '82	160,018	2,727,415	1,208,285	901,817	324,183	123,694
Same wk. '81	183,896	299,989	3,474,701	959,471	502,753	131,011
Since Aug. 1—	1,271,734	20,984,195	21,152,275	13,356,044	1,158,720	2,392,358
1882.....	1,112,933	21,715,927	11,130,578	11,521,859	890,428	770,250
1881.....	1,392,125	13,028,314	33,539,852	3,708,871	1,575,320	1,009,310

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Sept. 22, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour..... bbls.	6,391,184	5,412,503	6,430,845	3,352,431
Wheat..... bush.	31,769,230	38,262,415	39,968,231	50,926,337
Corn.....	82,278,907	52,146,836	86,811,351	100,990,714
Oats.....	35,772,578	28,915,393	27,230,902	21,293,616
Barley.....	4,993,228	2,446,032	2,645,674	2,252,162
Rye.....	4,148,500	2,052,220	1,531,320	2,009,695
Total grain.....	158,962,443	121,822,949	159,217,478	177,472,535
Below are the rail shipments from Western lake and river ports for four years:				
	1883.	1882.	1881.	1880.
	Week ending Sept. 22.	Week ending Sept. 23.	Week ending Sept. 24.	Week ending Sept. 25.
Flour..... bbls.	97,875	146,489	133,240	91,703
Wheat..... bush.	443,907	692,923	238,557	307,725
Corn.....	608,413	239,585	1,246,473	328,910
Oats.....	1,206,540	564,143	785,897	1,145,337
Barley.....	194,223	138,717	179,548	108,413
Rye.....	86,710	67,330	96,013	62,352
Total.....	2,599,793	1,752,699	2,566,498	1,952,753

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
Sept. 22.....	219,034	1,884,904	3,257,543	1,356,295	194,223	226,726
Sept. 15.....	133,750	1,881,693	3,187,683	1,842,282	103,454	213,472
Sept. 8.....	186,748	1,818,080	3,701,558	1,620,066	43,768	354,897
Sept. 1.....	169,752	1,678,109	3,299,196	1,697,948	14,817	177,963
Tot. 4 wks.	709,284	7,263,786	13,445,980	6,516,591	356,262	972,968
4 wks. '82.	721,879	9,207,233	4,537,237	5,896,025	297,119	441,451

The receipts of flour and grain at the seaboard ports for the week ended Sept. 22 follow:

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
New York.....	124,230	1,193,538	1,033,845	612,900	7,700	160,552
Boston.....	99,997	2,050	287,249	227,537	3,855	1,000
Portland.....	1,100	.....	10,300	3,200	.....	.....
Montreal.....	11,891	92,107	122,933	1,452	.....	.....
Philadelphia.....	20,529	141,100	106,560	57,000	9,600	.....
Baltimore.....	28,163	678,814	115,802	43,345	.....	11,486
New Orleans.....	18,629	25,396	137,425	41,168	.....	1,370

Total week..... 307,533 2,136,005 1,814,034 934,652 21,155 174,408  
Cor. week '82..... 301,921 2,778,696 892,259 839,487 6,425 6,700

The total receipts at the same ports for the period from Dec. 25, 1882, to Sept. 22, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour..... bbls.	9,695,771	8,223,579	9,318,060	7,313,912
Wheat..... bush.	46,197,714	56,679,121	73,437,150	90,831,176
Corn.....	63,790,222	24,863,275	82,186,415	112,054,239
Oats.....	22,251,275	21,714,182	21,421,172	16,437,275
Barley.....	2,261,385	2,313,475	2,045,254	1,093,839
Rye.....	3,402,982	1,086,427	1,038,563	3,508,046

Total grain..... 159,902,678 107,636,483 150,431,563 222,514,589

The exports from the several seaboard ports for the period from Sept. 22, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York.....	83,993	340,515	485,661	12,547	172,653	1,262
Boston.....	47,524	.....	114,195	.....	.....	.....
Portland.....	18,435	130,723	150,400	.....	.....	275
Philadel.....	10,179	178,114	500	930	.....	.....
Baltimore.....	6,981	573,799	113,613	.....	.....	.....
N.O.rln's.....	200	15,996	114,423	3	.....	.....
Total w.k. '83.	166,405	1,239,177	978,795	13,450	172,653	1,537
Same time 1882.....	231,371	3,299,118	156,731	5,187	18,734	4,892

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week. Sept. 22.	1882. Week. Sept. 23.	1883. Week. Sept. 22.	1882. Week. Sept. 23.	1883. Week. Sept. 22.	1882. Week. Sept. 23.
Un. King.	Bbls. 106,916	Bbls. 164,128	Bush. 734,141	Bush. 1,309,973	Bush. 733,840	Bush. 124,775
Cont'n't	6,086	25,023	505,036	1,974,906	200,027	8,196
S. & C. Am.	9,963	13,648	.....	14,291	31,097	8,180
W. Indies	25,678	18,453	.....	255	8,429	12,770
Brit. Col's	17,731	12,621	.....	.....	2,362	2,600
Oth. cnt's	28	95	.....	.....	.....	30
Total.....	166,405	231,371	1,239,177	3,299,118	978,795	156,751

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1 to—	Flour.		Wheat.		Corn.	
	1883. Sept. 1 to Sept. 22.	1882. Sept. 1 to Sept. 23.	1883. Sept. 1 to Sept. 22.	1882. Sept. 1 to Sept. 23.	1883. Sept. 1 to Sept. 22.	1882. Sept. 1 to Sept. 23.
Un. Kingdom	Bbls. 367,972	Bbls. 521,455	Bush. 3,392,597	Bush. 6,720,364	Bush. 2,950,817	Bush. 172,808
Continent &c.	15,224	73,330	2,093,811	6,243,474	829,356	32,741
S. & C. Am.	35,902	53,009	375	14,244	173,468	42,971
West Indies	68,614	71,160	3,595	255	67,417	34,031
Brit. Col'nies	63,504	54,092	.....	.....	5,494	7,745
Oth. countr's	1,272	1,878	.....	13,821	8,551	1,166
Total.....	552,188	718,917	5,359,288	12,992,208	4,035,015	291,492

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Sept. 22, 1883, was as follows:

In store at—	Wheat.	Corn.	Oats.	Barley.	Rye.
	bush.	bush.	bush.	bush.	bush.
New York.....	6,175,413	1,567,825	2,152,174	.....	76,652
Do. ad. float (est.)	.....	350,000	.....	.....	26,000
Albany.....	500	27,000	99,200	500	16,500
Buffalo.....	568,914	1,180,774	30,655	6,227	27,752
Chicago.....	6,320,918	2,321,911	464,463	47,535	632,125
Milwaukee.....	1,202,000	5,300	.....	214,020	25,600
Duluth.....	511,426	93,030	5,458	.....	.....
Toledo.....	1,612,297	215,632	25,053	.....	17,848
Detroit.....	187,994	5,801	193,681	346	1,165
Oswego.....	15,000	200,000	.....	12,800	.....
St. Louis.....	2,242,719	277,425	185,532	26,998	69,851
Cincinnati.....	167,559	26,424	53,355	13,671	99,851
Boston.....	1,886	198,264	128,634	1,754	70
Toronto.....	66,354	.....	450	31,525	311
Montreal.....	183,010	61,822	19,465	24,898	31,893
Philadelphia.....	792,795	148,449	158,027	.....	.....
Peoria.....	8,762	56,603	120,175	1,099	61,294
Indianapolis.....	238,709	37,709	66,900	.....	16,000
Kansas City.....	331,703	12,325	26,435	.....	24,493
Baltimore.....	2,755,806	130,044	.....	.....	.....
Down Mississippi.....	125,018	122,012	8,354	.....	23,331
On rail.....	516,118	841,393	1,820,634	223,685	114,954
On lake.....	742,624	6,323,927	141,401	.....	158,598
On canal.....	1,154,030	1,355,000	.....	.....	225,000

Tot. Sept. 22 '83. 26,171,613 15,692,061 5,700,046 610,238 1,697,313  
Tot. Sept. 15 '83. 24,476,349 14,333,793 5,741,026 474,009 1,823,223  
Tot. Sept. 22 '82. 13,287,951 6,700,533 5,766,702 328,584 760,785  
Tot. Sept. 24 '81. 19,651,811 25,908,683 6,437,203 875,021 829,929  
Tot. Sept. 25 '80. 14,934,632 19,190,893 2,105,270 816,486 691,837

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of August, 1883, and for the eight months ended the same, as compared with the corresponding months of the previous year:



SEPTEMBER 29, 1883.]

Customs Districts.		Batches.		Indian corn.		Indian corn meal.		Oats.		Rye.	
Barrels.	Dollars.	Barrels.	Dollars.	Barrels.	Dollars.	Barrels.	Dollars.	Barrels.	Dollars.	Barrels.	Dollars.
New York.	2,702,416	3,118,810	8,293,856	1,778,974	1,778,974	23,501,320	114,237,043	110,275,898			
Boston and Charlestown.	7,673,916	9,146,652	1,641,258	1,457,031	1,368,539	1,368,539	1,368,539	1,368,539			
Philadelphia.	5,128,916	3,682,614	2,741,111	2,167,705	4,293,444	1,729,344	1,637,406	1,637,406			
Baltimore.	7,664,916	909,264	86,562	36,156	3,743,766	2,723,444	1,637,406	1,637,406			
New Orleans.	1,755,511	1,602,340	1,433	422,111	2,720,729	1,637,406	1,637,406	1,637,406			
San Francisco.	359,067	32,607	1,034	5,400	304,410	304,410	304,410	304,410			
San Diego.	67,002	29,541	3,916	22,317	612,671	612,671	612,671	612,671			
Detroit.	512,102	578,974	697,674	3,071,973	1,818,129	23,501,320	114,237,043	110,275,898			
Huron.	9,300,584	10,731,363	688,431	1,193,504	1,33,203,128						
Key West.	29,843,125	42,277,193	6,234,341	83,203,128							
Total, Aug. 1, 1883.	61,216,185	72,718,921	10,000,883	21,933,444							
Total, Aug. 31, 1883.											
Total, 8 mos. ended Aug. 31, 1883.											
Total, 8 mos. ended Aug. 31, 1882.											

goods trade is however financially sound, owing to the very cautious and conservative policy that has been pursued by merchants in all parts of the country for a long time past.

**DOMESTIC COTTON GOODS.**—The exports of cotton goods for the week were 6,710 packages, including 5,207 to China, 486 to Great Britain, 349 to United States of Colombia, 128 to Santo Domingo, 103 to Mexico and smaller shipments to other destinations. The main features of the market are unchanged. The demand at first hands was steady but moderate, and the jobbing trade exhibited less animation. Production is still curtailed by the water famine in wide sections of New England, and this has imparted more steadiness to values of plaid and colored cottons. Print some additional makes of which have slightly advanced. Aside from indigo-blues—which continued in good request—calicoes were somewhat quiet, and ginghams were lightly dealt in by package buyers, though a fair business was done by jobbers.

**DOMESTIC WOOLEN GOODS.**—The failure of prominent clothing houses and cloth jobbers, alluded to above, had a depressing effect upon the market for men's wear woollens in the early part of the week; but there was subsequently a fair demand for duplicate parcels of heavy cassimeres, &c., and further orders for spring worsteds, suitings, &c., were placed with agents representing popular makers. The lower grades were sluggish. Jersey cloths were a trifle less active, though in fair demand, and there was a light business in satinetes, Kentucky jeans and repellents. Flannels continued in steady demand and firm (stocks being in very good shape), but there was only a limited inquiry for bed or horse blankets. Dress goods, as all-wool suitings and sackings, cashmeres and fancy worsted fabrics were moderately active, and a fairly good trade was done in woolen shawls and carpets at steady prices.

**FOREIGN DRY GOODS** were in irregular demand, and while a few specialties were taken with comparative freedom the general market was rather quiet. Fine dress silks met with a good deal of attention and were moved in small lots to a fair amount, but low grades were sluggish. Trimming velvets continued fairly active and steady in price, and fair sales of velveteens and velvet ribbons were reported. Dress goods and cloaking were moderately active, but there was only a limited call for linen goods.

#### Imports of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 27, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.				ENTERED FOR WAREHOUSE SINCE JAN. 1, 1883.			
Week Ending Sept. 27, 1883.		Since Jan. 1, 1883.		Week Ending Sept. 27, 1883.		Since Jan. 1, 1883.	
Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
<b>MANUFACTURES OF—</b>							
Woolen goods.	598	216,000	18,119	6,149,296	5,521	103,329	23,112
Cotton goods.	193	30,376	10,179	3,033,538	1,009	175,487	12,421
Silk goods.	201	125,870	6,965	4,716,746	2,005	3,033,538	12,421
Flax goods.	324	64,393	18,130	3,187,057	1,083	86,433	9,611
Miscellaneous.	836	41,393	82,292	1,766,726	1,083	45,616	9,611
Total.	1,852	516,399	132,738	18,853,476	2,613	559,569	268,094
Entered for consumption.	6,185	2,194,335	288,521	8,121,307	6,970	2,192,435	268,094
Total on hand.	8,047	2,711,241	421,259	10,374,813	9,003	2,722,004	429,587
<b>ENTERED FOR WAREHOUSE SINCE JAN. 1, 1883.</b>							
Woolen goods.	528	221,437	17,227	6,907,831	582	109,927	23,817
Cotton goods.	166	36,732	11,227	3,904,113	193	188,015	13,853
Silk goods.	172	120,909	7,125	4,816,689	205	112,471	13,853
Flax goods.	433	89,909	17,188	3,292,888	363	36,337	103,303
Miscellaneous.	97	27,930	75,619	1,875,963	217	172,878	26,521,400
Total.	1,398	510,041	128,562	20,097,064	2,008	609,376	268,094
Entered for consumption.	6,185	2,194,335	288,521	8,121,307	6,970	2,192,435	268,094
Total on hand.	7,583	2,709,076	417,383	10,318,431	8,978	2,708,811	436,373

#### THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 28, 1883.

The market for dry goods has shown less activity the past week, and yet a very fair business was done in most of the wholesale branches of the trade, considering the exceptionally large movement that has lately taken place. The cotton goods commission houses have experienced a steady demand (by personal selection and through the medium of orders) and a fairly satisfactory distribution for staple and department goods was made by leading jobbers. The woolen goods market was somewhat disturbed for a time by the failure of several wholesale clothing houses and cloth jobbers, caused by the methods of doing business and outside enterprises. The general dry

\* Included in the foregoing totals are the reports from Milwaukee, New Haven, Portland and Falmouth, Richmond, Willamette and Yorktown, the details for Aug. 1, 1883, being as follows:

	Milwaukee.	New Haven.	Portland.	Richmond.	Willamette.	Yorktown.
Barley.						
Bushels.						
Value.						
Indian corn.						
Bushels.	27,500					
Value.	13,100					
Indian corn meal.						
Barrels.						
Value.						
Oats.						
Bushels.						
Value.						
Rye.						
Bushels.						
Value.						
Wheat.						
Bushels.	160,100					
Value.	182,875					
Wheat flour.						
Barrels.						
Value.						
Total value.	193,275					
Aug. 1, 1883.	82,000					
8 months.	578,110	36,199	172,476	815,071	1,315,407	565,666
1883.	210,516		152,370	606,022	3,249,571	269,118
1882.		44,918				

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